INSIDE TRACK

Best Christmas and New Year
Greetings to You

SAFETY · COURTESY · SERVICE
MARKET STREET RY. CO.

• DECEMBER 1936 •

VOLUME 15 NUMBER 12

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 15 DECEMBER, 1936 No. 12

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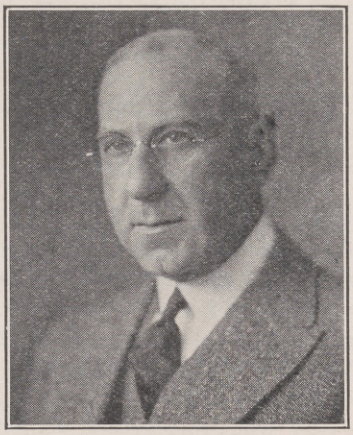


Holiday Greetings

In the joyous spirit of the coming holidays, it is again my pleasurable privilege to extend to all members of the Market Street Railway Company and to their families my heartfelt wishes for a happy Christmas season.

The passing year has given us much, and we may with confidence look into the coming year as one which should add even more greatly to our happiness and general welfare.

Although the deep shadows of depression have lifted themselves somewhat, we can by our wholehearted cooperation do much toward eliminating them entirely through mutual helpfulness, by serving the public with even greater Care, Courtesy and Comfort, by making them realize we take seriously our business of selling transportation.

Again I wish you a merry Christmas and a most prosperous New Year.

Sincerely,

Samuel Kahn, President
Market Street Railway Company.

Standard Gas & Electric Company

231 South LaSalle Street, Chicago, Illinois

December 5th, 1936.

Mr. Samuel Kahn, President,
Market Street Railway Company,
San Francisco, Calif.

Dear Mr. Kahn:

In a spirit of appreciation of the efforts exerted by the members of your company in continuing to merit the good will of your customers, I extend to you and your entire organization every wish for a joyful holiday season.

Your problems in providing good transportation service under the peculiar conditions existing in San Francisco are many, but your organization has attacked them ably and willingly.

With the hope that 1937 will bring greater happiness and prosperity to each and every member personally, and will bind all of us closer in mutual interest and fellowship, I remain.

Most sincerely,

(Signed) B. W. Lynch, President.

* * *

New Manager Commercial Department

Mr. H. B. Mills was appointed Manager of the Commercial Department of the Market Street Railway Company, by Samuel Kahn, President, effective November 16, 1936.

Mr. Mills is a graduate of Needles Institute of Kansas City, Missouri, where he received two Doctor degrees. He has just completed work as Finance Co-Ordinator for the San Francisco Bay Bridge Celebration and prior to that was Director of the Speakers Forum. He served in the Display Advertising Department of the San Francisco Call-Bulletin for three years and more recently in a similar capacity with the Oakland Tribune.

* * *

Experienced

Editor: "Do you know how to run a newspaper?"

Applicant: "No, sir."

Editor: "Well, I'll try you. I guess you've had experience." — Toronto Globe.

The Purist on the Farm

Visitor: "I suppose you farmers would be glad to have this rain keep up?"

Farmer: "Waal, it'll do us more good if it comes down."

Public Speaking Classes

Announcement is made of the formation of two public speaking classes, free to the employees of Market Street Railway Company and under the direction of H. B. Mills, Manager of the Commercial Department, as follows:

EXECUTIVE Group, consisting of Officials, Department Heads, Superintendents, etc. This class will be held each Monday evening, between 5:30 and 6:30 p.m., beginning January 11, 1937, in the Directors' Room, 58 Sutter Street.

NON-EXECUTIVE Group, consisting of Dispatchers and Assistants, Chief Clerks, Inspectors, Instructors, etc. This class will be held each Tuesday evening between 5:30 and 6:30 p.m. in the Directors' Room, 58 Sutter Street, beginning January 12, 1937.

REGISTRATION for these classes may be made with Earl G. Ryan, temporary recording secretary. Each class will be limited to fifteen (15) members, and applicants will be placed in their classes in the order of their receipt by the secretary. Future classes may be organized if necessary to take care of enrollments in excess of the above limited number.

Make your application early, by letter.

* * *

Notice to Motormen and Gripmen

Owing to many requests we have received, motormen will now be permitted to wear leather coats while on duty. However, this does not affect conductors, operators of safety cars or operators of either trolley or motor coaches, who are still forbidden to wear this type of coat.

The leather coats must be black in color, with or without collar, and must be kept in good condition.

A. W. Brohman,
Vice-President In Charge of Transportation.

* * *

For Your Comfort

Motormen and Gripmen are permitted to wear black leather overcoats during cold weather, on account of their exposed position on the front ends of the cars. This can be done, and also maintain neatness and cleanliness.

Your person is your capital, and you are well capitalized when you are neat, clean and courteous. Everyone admires a good looking, well dressed man, and he commands respect from those with whom he deals. The company provide the tools for you to work with, and unless you do your share in maintaining certain high standards, you are inviting criticism.

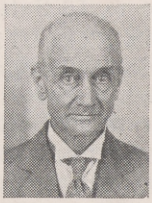
Annual Suggestion Awards, Year 1936

During the year ended November 30, 1936, only nine employees' suggestions have been adopted and put in effect, each of which have received the usual check for $5.00. The big reduction in number of suggestions came when posters were removed from the eligible suggestion list.

The three capital awards for the best suggestions received during the year were given to the following employees:

Ernest Brunetti
First, $50.00

W. C. Mill
Second, $25.00



C. J. Bashford
Third $15.00

1936 Employee Suggestions Adopted

FIRST AWARD—$50.00—No. 4948, ERNEST BRUNETTI, Cable Oiler, Washington and Wason.

Eliminate butt joints on grip guard rails at pull curves.

SECOND AWARD—$25.00—No. 4964, W. C. MILL, Conductor, Oak & Broderick.

Transfers on No. 20 Line punched "west of Polk" to be good on in-bound No. 33 Line.

THIRD AWARD—$15.00—No. 4906, C. J. BASHFORD, Time Table Department.

Discontinue the use of Starters at Sansome and Sutter Streets on Sundays and Holidays.

$5.00 Awards (paid during the year, not including above)

No. 4947—C. J. BASHFORD, Time Table Department.
Place man at terminal of 1-man lines to change fenders, etc.

No. 4971—R. G. HAYTON, Follow-up Instructor.
Remove fare box stanchions from 1-man cars.

No. 4957 — WILLIAM SCHULTZ, Conductor, McAllister Division.
New trip sheet for 1-man car operators.

No. 4750 — GEORGE URQUHART, Inspector.
Poster: "Include White Car rides in your saving plan—Daily."

No. 4904—W. S. WILMARTH, Claims Investigator.
Install mirrors in trolley coaches.

No. 4916—A. A. WILSON, Conductor, Oak and Broderick Div.
Change arrangement of badge numbers as published in Inside Track.

SUGGESTIONS—1936

78 Received December 1, 1935, to November 30, 1936.
7 Carried over or reconsidered.

85 Total

Nine in effect; 70 not adopted; 6 to be acted on. Total 85.

Suggestion Record

	Received	In Effect	Not Adopted	Referred to Police	To Be Acted Upon
1927	84	84	—	—	—
1928	1889	127	755	4	3
1929	504	54	446	5	12
1930	289	35	267	1	4
1931	290	38	241	—	19
1932	344	40	318	—	7
1933	317	47	273	—	10
1934	336	52	286	—	8
1935	374	42	334	—	7
1936	78	9	70	—	6

Notice to Employees

NEW SUGGESTIONS $10.00 EACH

All suggestions received and adopted after December 1, 1936, will receive a cash bonus of $10.00 instead of $5.00 as in the past. The three annual awards given at the end of each year will be discontinued.

Market Street Railway Company.

NOTE: While poster suggestions are always welcome, they are no longer eligible for awards. This ruling became effective December 1, 1935. The one poster suggestion included in the above list was adopted previous to this rule, and should have been included in last year's list.—Editor.

Remittance Record

NOVEMBER 1936

Division	November	October	Rank in October
McAllister	66	64	1
Valencia	74	65	2
Sutro	76	83	3
Fillmore	90	98	5
Mason & Washington	93	97	4
Oak & Broderick	104	98	6
Geneva	135	128	7
Twenty-Fourth	143	154	9
Third	164	150	8
	106	101	

McAllister Division Conductors have little competition for first place in the remittance record for November. Other divisions remain satisfied in their present places.

Notice to Conductors and Operators

Not enough importance is attached to the punching of transfers as to time, north, east, south, west of, or ON certain streets; to the validation, or punching over certain lines, as specified in the Transfer Rule Book.

Passengers are entitled to and should have all the privileges granted them under our rules to reach the destination desired.

Many complaints could be avoided and would create better public relations between our patrons and platform men if each conductor and operator had a clear understanding of each and every rule pertaining to his lines.

On pages 1 to 9 inclusive of the Transfer Rule Book, you will find the General Rules, and on pages 10 to 14 inclusive, the numbers of the Special Rules affecting the lines on which you work.

Please give these rules your immediate attention.

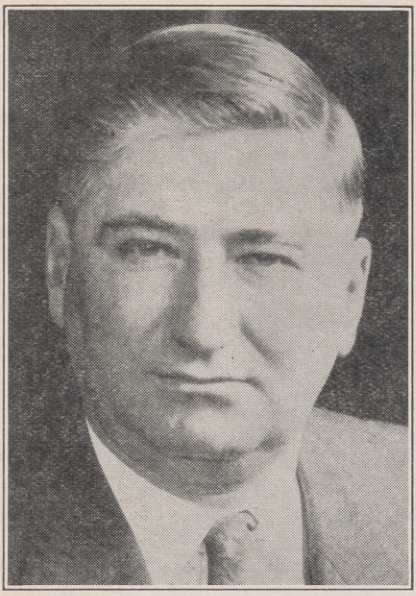
A. W. Brohman,
Vice-President in Charge of Transportation.

Proper Use of Transfers

The nature of some complaints, coming into the office, indicate that some conductors do not punch transfers properly, in all cases. There is no excuse for this negligence. The rules have been revised to clear up points of dispute, and a careful study of those rules which apply to the lines on which you work will make your work easier and serve the public better, with less cause for complaint. It is clearly stated that the purpose of the transfer system is to provide easy access from one part of the city to any other, as long as the passenger is not making a round trip. Many passengers get on the first car they see, then ask for information to their destination. When we accept their fare, it is our duty to give him the transportation he requests, and your duty to advise him the proper route to travel. If he is traveling in the wrong direction, you have the emergency transfer at your disposal for his convenience. After all, our business is selling transportation, and all platform men are the salesmen.

In Memoriam

Mr. James Francis, Inspector from Geneva Division, died on November 12, 1936. He had been employed by this Company steadily since April 7, 1892, over forty-four years of loyal and faithful service. He was loved and respected by all who knew him. His quiet, faithful service will be greatly missed by his fellow employees. He leaves a brother, Mr. John Francis, to mourn his loss. We extend our deepest sympathy.



E. C. REGAN

Heads Accident Prevention Department

To All Department Heads

December 4, 1936.

Effective at once Mr. E. C. Regan, Division Superintendent, has been assigned to act as Superintendent of a newly created department to be known as the Accident Prevention Department and he will also have charge of the Employment and Training Department.

Mr. J. L. Edmiston has been appointed Acting Division Superintendent of the Oak and Broderick and Haight Street Division.

A. W. Brohman,
Vice-President In Charge of Transportation.

ACCIDENT PREVENTION

The new Accident Prevention Department has been established to do just what the name implies, prevent accidents.

First they will make a thorough study of the accidents common to this company, their causes, and the damage resulting, either to individuals or to property. They will study ways and methods of preventing a recurrence of the same type of accident and profit by the experience of many men. This will give this department the information and experience of the combined personnel of the entire company, and you can profit by this study by heeding the advice and warnings of this department.

Mr. Regan asks the help of all departments of the entire organization, and especially the trainmen, by bringing to him and his men all information and suggestions on this subject. "We are here to help you and we want you to call on us whenever you think some condition can be changed to prevent an accident," said Regan when discussing his new duties.

"We get nothing in return for every dollar spent for damage or injury as a result of an accident. A dollar saved is better than a dollar earned."

Notice of New Payroll Deduction

SOCIAL SECURITY LAW

Beginning January 1, 1937, the Old Age Pension Section of the Federal Security Act becomes effective and applies to all employes under 65 years of age.

For the years of 1937-1938-1939 each employe will contribute one per cent (1%) of his earnings up to $3,000 per year. This deduction must be made from each payroll.

During 1940-1941-1942 the deduction will be 1½%
During 1943-1944-1945 the deduction will be ..... 2 %
During 1946-1947-1948 the deduction will be 2½%
After December 31, 1948 the deduction will be..... 3 %

The company also contributes an amount equal to the total contributions of all employes.

This is a new tax, and must not be confused with the California State Unemployment Insurance, which became effective January 1st, 1936. This tax is as follows:

During 1936 the deduction was .45%. Company paid .90%.
During 1937 the deduction will be .90%. Company pays 1.8%.
During 1938 the deduction will be 1.00%. Company pays 2.7%.

For your total tax deduction, add these amounts together for the same years. The table below shows the percentages of your income which the company must take out for the above taxes, also the amount paid by the company in addition to the deduction.

TOTAL TAX

Years	Amount paid by Company	by Employee Amount paid
1936	1.0%	.45%
1937	3.0%	1.0%
1938-1939	4.0%	2.0%
1940-41-42	4.5%	2.5%
1943-44-45	5.0%	3.0%
1946-47-48	5.5%	3.5%
1949 and thereafter	6.0%	4.0%

In Memoriam

On November 26th, Miss Elsie Louise Silva, beloved daughter of the late Joseph T. and Alice Estelle Silva and sister of Drusilla L. Silva and Mrs. Thomas W. Snaith, died, after a short illness.

It is with the deepest regret that we, of the company, feel the passing of one of our most beloved employees, for Elsie Silva was with the Storekeeper's Department for sixteen years.

She was loved by all who knew her, and we will always remember her as one with a heart of gold, who lived only for the purpose of helping others to be happy.

We extend our heartfelt sympathies to her family in their bereavement.

Program of Events

CONVENTIONS COMING TO SAN FRANCISCO

Travelers' Protective Association of America, California Division (State) ..... December 18-19

SAN FRANCISCO MUSEUM OF ART

Veterans' Building, Civic Center—Car 5
December to January 10, 1937
Chinese Priest Robes, Temple Hangings, Textiles, Frescoes, etc.
Exhibition of Collection of William Edward Colby.

EVENTS SCHEDULED FOR EXPOSITION AUDITORIUM

DECEMBER

Basketball

15—Young Men's Institute.
18—Olympic Club.
22—Young Men's Institute.
29—Young Men's Institute.

M. H. DeYOUNG MEMORIAL MUSEUM

Golden Gate Park Cars 5, 21
Open daily from 10 a.m. to 5 p.m.
Program of Events—December 1936

Foreign Invitational Salon of Photography. Sponsored by the Photographic Society of San Francisco. Opening December 12th.
Contemporary Prints. Lent by Mrs. M. C. Sloss. Opening Dec. 15th.

CALIFORNIA PALACE OF THE LEGION OF HONOR

Lincoln Park Cars 1-2
Open daily from 10 a.m. to 5 p.m.

EXHIBITIONS

California Paintings, Past and Present. Through December.
Monthly Art Exhibition by Californians. Through December.

ORGAN RECITAL

Each Saturday and Sunday 3:00 P.M.

IN MEMORIAM

Mr. John Dowd, former employee, died on December 8, 1936 after a prolonged illness. He leaves besides his widow, Mrs. Mary Dowd, two daughters, Miss Mary E. Dowd and Mrs. A. L. Bertnick. Dowd was born in Ireland June 29, 1855 and came to America as a young man. He came with this Company early in 1907, served many years in various departments and was later pensioned. His many friends extend their sincere sympathy to the bereaved family.

Who's Who Among Probationers

MOTORMEN

Twenty probation motormen and two probation gripmen passed their final tests at Instruction Hall, on Monday, November 23, 1936.

G. S. Davenport (inexperienced), 28th and Valencia Division, with 100 per cent scores on the check list and equipment tests, and showing a spotless accident record, easily won the honor place.

Complete list below: 100%ers in heavy type.

GENEVA	28TH & VALENCIA	KENTUCKY
Frye, A. T.	**Davenport, G. S.**	Gava, A. A.
Bernard, F. A.	**Davenport, C. J.**	
Ballou, W. J.	Costantino, D.	
Stevens, D. W.	Beasley, J. A.	

OAK & BRODERICK	McALLISTER	SUTRO
Pocan, D. G.	De Dominic, R. D.	Shorey, D. C.
	Brennan, J.	Bowman, H. H.
	Baccala, G.	Gyde, F. T.
	Leguineche, R.	Maslanka, J.
	McDowell, W. H.	
	Foulkes, C.	

WASHINGTON & MASON

Walker, L. E.
Carr, Charles

STANDING BY DIVISIONS

Washington & Mason	100%
Oak & Broderick	99.6%
28th & Valencia	99.5%
Geneva	99.4%
Sutro	99.3%
Kentucky	98.4%
McAllister	98.4%
General Average	99.2%

* * *

No man can tell what the future may bring forth, and small opportunities are often the beginning of great enterprises. — Demosthenes.

Assuredly we are members one of another in a deeper sense than we can fathom; and the acknowledgment of this truth must be the beginning of the Christian practice.—Bishop Creighton.

CONDUCTORS

Seven probation conductors passed their finals Monday, November 23, 1936.

Complete list below.

GENEVA
Schiller, J. C.
Tufo, D. P.

WASHINGTON & MASON
Duffin, W. W.

McALLISTER
Beach, B. F.
Travis, A. R.

SUTRO
Toniatti, F. G.
Ebbert, W. B.

STANDING BY DIVISIONS

Geneva	96.4%
Washington & Mason	93.1%
McAllister	91.9%
Sutro	91.2%
General Average	93.2%

Engineer Casey Jones Turns Motorman

(This is an exerpt from Popular Mechanics Magazine of January 1936, and gives a description of the "dead man's throttle" which stops train if pressure of foot is released.)

"'As the engineer sits in his chair, his right foot rests continuously on a pedal, the springs of which are so delicately adjusted that only the weight of his foot is necessary to hold it down. Railroad men call it the 'dead man's foot.' If, inadvertently, the engineer should move his right foot, the train would immediately come to a stop. This, it was explained, is to avert the possibility of an accident if the engineer is suddenly stricken with a heart attack or for some reason should be thrown from the control seat. Instead of careening down the tracks with no one at the controls, the train would stop itself."

This is an accurate description of widely discussed feature of the "Dead man control" on our Safety Cars. It is extremely interesting since the article is written concerning the new streamline train, "The City of Denver," which travels at a speed of 80 miles an hour, through wind or rain, which operates so smoothly and easily that the old time engineers and brakemen term the driving them as "just like running a street car" so far as the mechanics are concerned. On the Union Pacific Division, in fact, they refer to the pilots as "motormen."

ITEMS OF INTEREST

The Yonkers Railroad, of Yonkers, N. Y., are modernizing their equipment by building new, light-weight, four-motored cars. This new car will eventually replace all other type cars.

Eastern Michigan Railway Company have started trolley coach service in the town of Flint, Michigan. They expect to change all lines to this type of service by the middle of this month.

Service between Galveston and Houston, Texas, has been changed from electric rail to bus early this month. Another place where modern equipment has been necessary on account of changed riding habits.

The use of trolley coaches in Milwaukee, Wisconsin, has caused the passage of several new traffic regulations, such as forbidding auto drivers to pass a trolley coach on the right. Trolley coaches are considered the same class of vehicle. The coaches stay in the right hand lane of traffic to facilitate picking up and delivering passengers. Motorists are required to stay at least fifty feet away from coach stopping places.

Eight "shelter booths" have been provided for the car supervisors in Cincinnati, Ohio, to protect them from the severe cold of winter. These booths are built especially for the night men who must be on duty while headways are long. Minor repair parts, such as fuses, are stored in these booths, also telephones, a stool, and shelf for writing reports. They are very much the same as our flagmen use in the more exposed locations.

Lost Badges

To the conductor, motorman or employee turning in any one of the badges listed below the Transportation Department will pay $5.00 reward. Bring the recovered badge to Room 719, at the Main Office, 58 Sutter Street, for your money.

Inspectors

24 65 75

Motormen and Conductors

38	830	1387	1976
75	872	1397	2005
76	909	1423	2028
82	981	1495	2031
96	1001	1502	2149
101	1004	1504	2222
130	1065	1554	2234
195	1077	1588	2276
235	1162	1629	2291
449	1176	1690	2323
524	1178	1694	2329
538	1219	1719	2356
549	1232	1776	2555
551	1272	1885	2559
576	1291	1886	2627
597	1300	1895	2762
600	1312	1905	2779
603	1368	1923	

The London Transport Board, governing body of the entire transit system of London, England, have announced their plans to eventually replace all their transit vehicles with the trolley coaches. They are now operating 87 miles of routes with trolley coaches and have rights to operate 218 miles of routes. They still have a total of about 350 miles of routes. There are nearly over two thousand trams (street cars) still in service.

A modified parking, or no-parking, experiment is being tried out in New York, called the "One-side" parking plan. Only one side of the street can be used for parking. This should reduce congestion in the downtown areas and also provide parking for delivery and shopping parking, which is necessary in all cities.

* * *

On this same subject, Washington, D. C., are prohibiting loading and unloading of commercial vehicles during the morning and evening rush periods. This eliminates congestions during traffic peaks and increases speed of all traffic.

* * *

A Chinese Rejection Slip

ILLUSTRIOUS BROTHER OF THE SUN AND MOON:

Behold thy servant prostrate before thy feet! I kowtow to thee and beg that of thy graciousness thou mayest grant that I may speak and live. Thine honored manuscript has deigned to cast the light of its august countenance upon me. With raptures I have perused it. By the bones of mine ancestors! Never have I encountered such wit, such pathos, such lofty thought! With fear and trembling I return the writing. Were I to publish the treasure thou hast sent me, the Emperor would order that it be made a standard of excellence and that none be published except such that equaled it. Knowing literature as I do, and that it would be impossible in ten thousand years to equal what thou has done, I send thy writing back by guarded servants.

Ten thousand times I crave thy pardon.

Behold! My head is at thy feet and I am but dust.

Thy servant's servant,

Wan Chin, Editor.

Mme. Schumann-Heink's Definition of Home

"A roof to keep out the rain. Four walls to keep out the wind. Floors to keep out the cold. Yes, but home is more than that. It is the laugh of a baby, the song of a mother, the strength of a father. Warmth of loving hearts, light from happy eyes, kindness, loyalty, comradeship. Home is the first school and first church for young ones, where they learn what is right, what is good and what is kind. Where they go for comfort when they are hurt or sick. Where joy is shared and sorrow eased. Where fathers and mothers are respected and loved. Where children are wanted. Where the simplest food is good enough for kings because it is earned. Where money is not so important as loving kindness. Where even the teakettle sings from happiness. That is home. God bless it!"

* * *

By the time you have devised a test that discriminates your laziness from actual fatigue, you are well on your way to being a mental hygienist. If driving into hard work dispels your indifference, you were lazy; if it continues to irk you, lie down, you're really tired.

William McAndrew

* * *

What do we live for if not to make the world less difficult for each other?

George Eliot.

• As Others See Us •

Motorman T. J. Stone, Conductor A. Janetos and Dispatcher J. M. Casey Commended for Courtesy and Kindness for Helping a Sick Patron

Motorman
T. J. Stone

Conductor
A. Janetos

Dispatcher
J. M. Casey

Superintendent:

Dear Sir: Please convey my sincere thanks to Motorman Stone, Conductor A. Janetos and Dispatcher J. M. Casey, of McAllister Car house for their kindness and consideration, when I became suddenly ill on Number 5 car, last Friday evening.

Gratefully yours,
Neil McGarry,
826 37th Avenue.

* * *

Conductor K. F. Wetteland Refunded Loan of Fare With Thanks

Dear Mr. Kahn:

I got on Car No. 29 near the American Can Company today and only had a $5.00 bill.

Conductor Wetteland, on the one man street car, whose number is 1983, very courteously paid my fare for me and gave me a transfer. Enclosed is the five cents.

This man loaned me his own money and gave me a very favorable impression of the courtesy of your people.

It might even be a good human interest story in defense of your one man street car problem.

I should like to commend this man as being a credit to your company.

Sincerely,
Weston Settlemier,
c/o Emil Brisacher and Staff,
Crocker Building.

* * *

Commendation

Miss Marion Fifer, 1730 Grove Street, telephoned commending crews of cars on the McAllister, 9th and Polk and Washington-Jackson lines.

Miss Fifer stated that she had occasion recently to transfer from the McAllister Street line to the 9th and Polk line and then to Washington-Jackson cable. and the crews on all of these cars were very gracious and helpful in assisting her to reach her destination. This gave her a very nice feeling, she said, especially when there is so much controversy over the one-man car question.

Commercial Department.

Conductor C. J. Bleucher Praised for Act of Heroism

Gentlemen:

Too often people are only too ready to complain of the service rendered regardless of what line. However, this letter is meant to be different. I believe in letting people know of their good qualities as well.

Yesterday, November 2nd, while waiting for a No. 6 car about 4:45 P.M., I noticed a man, who appeared to be slightly crippled, trying to board the car ahead of the six while it had started moving. As he did so he was about to lose his balance and my heart almost stood still until all of a sudden I saw one of the starters No. 1747 run like lightning, reach around this man and with both hands reach the iron pole and kept him from falling underneath the car. Both men were dragged about 20 feet. That Starter showed his super-clear-mindedness in so handling such an emergency.

I believe such actions (he most certainly risked his own safety) should not go by without commendation.

My compliments to No. 1747. Most sincerely,

Mrs. Loretta Van Dyle Whiteford,
751 Clayton Street.

* * *

A Letter of Appreciation for Conductor J. Hourcaillou

Gentlemen:

On November 19th at 3:25 P.M. I boarded a Haight Street Car No. 7 at Haight and Clayton St. In getting off the car at Ninth and Market, my purse fell to the floor unnoticed to myself. Discovering my loss about ten minutes later and as it contained most of my salary my anxiety was very great. I reported the loss to the Haight Street car barn about four o'clock and twenty minutes to five I received the call that my purse was found intact.

I wish you would see that this letter reaches the proper channels so that the conductor responsible for its return will be commended for his honesty and prompt action in relieving my mind. It is needless to say how deeply grateful I am. I do so want the above conductor to know that it is happenings like this that make this world a better place to live in. Again I thank you.

Sincerely yours,
Hazel D'Ettel
749 Clayton Street.

* * *

Conductor J. J. Mitchell Performs a Courteous Act

Gentlemen:

I take this opportunity to thank you for the return of my fountain pen, which I thought I mislaid.

As I was searching my desk, a telephone call, from your Company, informed me that the pen, engraved with my name, was at your Lost Articles Department.

The pen, which I value highly, was found on a No. 25 car, late yesterday afternoon by Conductor J. J. Mitchell.

Very truly yours,
Earl R. Bunting, Assistant Supt.,
City and County of San Francisco,
Dept. of Public Works,
11th and Bryant Streets.

Gripman G. L. Landrus Quick Action Receives Honorable Mention

Dear Sirs:

I have been riding on your Washington and Mason cars for more than 12 or 13 years. In this time I have come in contact with various types of men; but none made me stop and stare in amazement as No. 204. I wish to compliment this Gripman personally in your "Inside Track". I found out from his conductor that he is a new man on the line and is named G. Landrus.

His ability to stop cars immediately to avoid accidents is something worth while calling his superior's attention to.

I recall one evening while returning home with some out of town friends, we took No. 204's car. We were coming down Powell from the Clay Street hill to the front of the Public Library, where the switch is let up to let the Mason Car change tracks. Two Chinese children ran in front of the car to catch a ball, 204 slammed the brakes on tightly and avoided crushing these children to death beneath the wheels of the car. I think he is an especially splendid and careful gripman. May we have more like him.

Mrs. F. Gilliott,

972 Union Street.

* * *

A Second for Gripman G. L. Landrus For His Safe Operation

To Whom it may concern:

I am quite sure that the company likes to know the public's opinion as to what kind of men you have working for you. Well, this is mine. I think that Gripman No. 204 is a top man. His pleasant disposition and kindness is what the public wants in all your workers.

I've watched No. 204 assist women with their children off the street car, I've seen him avoid accidents which I am sure would have unnerved any other new man. Let us hope he keeps up the good work. You surely need men who can bring pride to the Company.

Yours truly,

Mrs. P. Zerga, 880 Vallejo St.

* * *

Conductor C. E. Martin Commended for Courtesy, Tolerance and Patience

Dear Sirs:

I wish to bring to your attention the extreme courtesy and utmost tolerance and patience of one of your employees.

On last Wednesday, I was a passenger riding to the beach, everybody was loaded down with bundles and excited and nervous. He seemed to be the only calm person on the car; nothing was too much trouble or bother for him to try to ease the pre-holiday tenseness and irritation.

I feel that his acts of courtesy should not go unnoticed by his superiors. His badge number was 1173.

Yours very truly,
Milton E. Stafford, 431 Gates St.

Conductor Roland Waring Actions Bespeak of Courteousness

Gentlemen:

While getting on your car No. 31 on Powell and Market Streets, I was much impressed by the actions of your conductor. His number is 543 and I think the name is Waring. There were two elderly ladies also getting on and I noticed both were rather somewhat crippled. He reached down and helped both on the car saying, "Now just take your time" and got them both seated. Then a block further on, a very old gentleman, badly crippled with two canes to help him along, got on and smilingly said: "Well, conductor, here I am again, a regular pest to you". The conductor smiled and said very cheerfully, "I am glad to have you on my car, so I can help you." Also helped him on and got him seated. I thought it a wonderful deed for him in the rush as he was in to stop and help those elderly people so I spoke to one of the ladies, he helped on, saying: "This conductor seems to be very nice to people." She replied, "We are going to Church on Gough and Eddy Streets and we always wait for him as he helps us on and is so pleasant about it. We could not come alone, if it wasn't for his helping us on and off as both of us are badly crippled."

I thought this was too good not to mention it to your Company as such things certainly do help. Some of the other passengers remarked, saying: "he is the most helpful conductor I have come in contact with."

Very sincerely yours,
J. M. Schwartz, 876 Harrison St.

* * *

Conductor Pat Mullen Returns Purse and Receives Letter of Praise

Gentlemen:

Allow me to express my appreciation to a Conductor on your Mission Street line, namely Pat Mullen, who during the past week found and turned in a ladies purse containing money and articles of personal value.

It is such acts as this that endears the Market Street Railway Company to the public.

Expressing my thanks to Mr. Mullen in particular, and to your Company in general,

Sincerely,
Mrs. N. F. May, 5348 Mission Street.

* * *

Motorman F. P. Mansur's Quick Action Averts Serious Accident

This department is in receipt of information of a telephone call from Mrs. R. L. Head, of 535 36th Avenue on November 9th. She commends Motorman F. P. Mansur for his diligence and quick action which prevented an accident from happening at Franklin Street when an automobile was deliberately driving in front of the car.

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON

Sutro Division wishes everyone a Merry Christmas and a prosperous New Year.

As all the trainmen know, Christmas shopping season is here again. It should bring good will and cheer to all of us that sell transportation to the City of San Francisco. Let us all be a little more considerate of the old and also of the shoppers, who have been pushed around all day in the stores and are on their way home tired, and perhaps a bit snappy. A little help, a smile, a cheery word or two. The reward will be knowing that your work was well done.

Motorman J. Wiley is still away from work due to an illness. We hope that you will soon have it whipped and be back with us, Jim.

Motorman F. Ferris is back to work again after three weeks illness just as saucy as ever.

The night bridge parade had many men from this division. Perhaps the most conspicuous being Conductor Squeri, the drum major of the Columbia Park Boys' Band. Also in this band was Conductor Bell (the smallest man in this division), gymnastic director of the Columbia Park Boys. The reason that so many of his friends did not see him was that he was carrying a tuba, and it completely hid him. We would suggest that he learn to play some smaller instrument so that he will be seen in future parades.

Motorman Pollard has been up countryways for a month shooting ducks and geese. We don't know what Charlie's been eating, but his friends on the line and at the ferry loop have been eating duck. Many of them will hate to see Charlie come back, for their free butcher bill ends then.

Motorman Higuera was drum major for the drum section of the American Legion Occidental Post No. 500, Oriental Display. Mrs. G. Azevedo, Motorman Azevedo's wife, was in this part of the parade. Speaking of parades, this is the first one that Motorman Azevedo has missed since Nov. 11, 1918. Too bad, Gene, that you did not feel up to this one.

Motorman Painter and Lanham had a friendly wrestling match, but in this case the winner, Painter, was the loser, for he received a very bad "cold-sore" from it. Better luck next time, Penter, old keed.

Motorman Higuera was around the other night showing off his brand new "Chevvie."

Conductor Bettini, one of our oldest and most congenial conductors, retired the last of October for a more peaceful life on a ranch near Santa Rosa. Good luck, John, but we'll be missing your peaceful smile.

Motorman Flom has left the ranks of the bachelors of this division. He and Miss Jeanette Kalunion were married at Fresno, November 1st. They went from there to our southern metropolis, Los Angeles, and Pasadena, for their honeymoon. We all wish the bride and groom a long and happy married life.

Upper left: Steamship Coos Bay aground at China Beach during 1927.
Center: Lyman Stewart aground on rocks October 8, 1922.
Lower: Ohioan on the rocks at Point Lobos, October 8, 1936.
Upper right: Dispatcher Paul Fraser trying to figure out a car for another crew during the rush to see the Ohioan. Others in the picture, from left to right are Motormen C. C. Jarett, W. Meyers, Fraser and Conductor A. H. Breen.
Lower: Some of the extra car service and the traffic congestion caused by the Ohioan wreck.

If you want your Christmas packages wrapped beautiful, see Peggy (Ma Me) Gerdes at the Emporium.

Poor Jerry couldn't buy a violin so he had to get his hair cut.

What has a certain office clerk done to Handsome Art, the Chief Cook of the Inside Track Restaurant, that he sends him 1000 year old doughnuts to have with his coffee.

Motorman Ellis has gone East for his annual thirty day vacation. He was driving a 1936 Hudson and he intends to come back in a 1937 Hudson. He means to visit Buffalo and Albany, as he spent some time on the cars in those cities. That he will have a good time is assured. We all wish that we could be with him.

Motorman Flom has just bought a 1937 Chevrolet sport coupe. Some people are lucky!

Motorman Painter is no longer the oversleep champion of this division. Nay, my friends, he is now only the co-champion. Conductor Jerabek just had his fifth for this six months, thereby sharing the championship laurels.

Youth Hostel Movement

What is the Youth Hostel Movement, about which frequent mention has been made in the press recently?

Hosteling is a form of inexpensive outdoor recreation that has already become vastly popular in the East, particularly the New England States, and is rapidly spreading westward.

It is nothing more than hiking one's way, or riding a bicycle, stopping at inexpensive lodgings called hostels, established at vantage points approximately fifteen miles apart along fixed trails.

Youth hostels have become in recent years an integral part of the recreational and educational life of some eighteen different European countries. The general plan embraces the provision of separate dormitories for boys and girls, with community kitchens and recreation halls. The hostels provide beds, mattresses, blankets and cooking utensils. The charge is 25c for a night's lodging with sometimes a small additional charge for fuel. It has been established that young people may make an extended hosteling trip of some six weeks' duration, with all the attendant benefits of health, recreation and education, for a total cost of around $20.00.

The movement was introduced in America by Monroe and Isabel Smith and in New England 76 such hostels were in operation this year which accommodated some 9000 overnight stops. Lodges or hostels are often farm homes, or cabins built by civic organizations and are presided over by the farmer and his wife or by persons appointed by the movement. Boy Scouts, Girl Scouts, the Y's, Recreation Departments, Educational Institutions and many other organizations the country over are lending their hearty cooperation and support to the movement.

It is predicted that eventually a chain of such hostels will stretch across the country and as the movement grows, newly established hotels in the West will link up with those already existing in the East.

Most certainly the West, particularly California and our Pacific Coast States, is ideally adapted to this form of recreation and the movement undoubtedly will become increasingly popular.

Anyone interested further in the movement may obtain additional data by addressing Monroe and Isabel Smith, American Youth Hostels, Inc., Northfield, Mass.

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

This is the time of the year when we need a few more dollars and not so many friends, when our spirits are highest and our pocket books are lowest.

It is also the time when children pretend to be always busy and willing to help their parents and parents try not to take notice of them.

In a few more weeks we shall hear that familiar greeting, A Merry Xmas and Happy New Year.

Some of the boys are beginning to wonder what would be best to give her. Of course, the girls nowadays are easy to please. They are even satisfied with a gold wrist watch or a diamond ring.

Gold bracelets are old fashioned so we hope Conductor Frisella changes his mind. If she keeps on asking the time, you know what to give Johnnie.

Conductor Papale thinks those "Shirley Temple Dolls" are pretty cute. Johnny says he wants to keep her innocent as long as he can.

Motorman Young hopes he won't get any neckties but he could use some shirts and socks. Well Henry, if you want them just take this magazine home.

Motorman Gallo's Xmas list looks like the telephone directory. Of course, it could be a list of those on his forgotten list as Charlie has more relations than a dog has fleas.

No wonder Conductor McKeown has been such a splendid little man lately. Johnny says he wrote Santa Claus a nice letter of all the nice things he wants.

Dear Santa: I know you won't believe it, but I am a good boy lately. I go home nights, I drink lots of milk from the Italian Swiss Colony. It's made from grapes, my chimney is too small, so will leave my window open and will be listening for your sleigh bells. Yours—Harry Sortors.

Lettuce leaves may be all right for chorus girls, but Motorman Carroll should try some other means, like bending over and touching the floor.

Motorman Bill West's little girl swallowed a tack and Bill has been worried ever since.

Conductor Sanders has not crossed the Bay Bridge yet. George heard someone say that it was not going to be taken down for a few days so he says there is no hurry. "Lots of time George."

Conductor Gillespie has joined the toothless brigade. The store teeth will improve your looks, Pete.

Motorman Healy has been clapping his hands so much he has to wear mittens. Have you learned any of the songs yet, Tom?

Motorman Campion is back again after his trip to the blondes of Hollywood and the brunettes of Ireland. It's about time you were doing something, Jack.

A sign in a New York barber shop "For sale, doing good business. Reason for selling, going on relief."

Supposing you had to call an ambulance, what's the phone number. Quick! What is it? Ask the fellow next to you—see if he knows it. I'll bet he does not.

Notice! Any of you boys that are in doubt about any question regarding the Social Security Act, see Conductor McCarthy. He will be only too glad to assist you in completing your applications. He has already made out several for the boys and he sure knows how.

Once again we greet you with a Merry Christmas and a Happy New Year.

Following is a list of conductors of 28th and Castro Streets Division who have had no remittance errors for the month of November, 1936:

Barbero, B.
Bassillio, J. S.
Becker, M.
Beebe, L. R.
Beebe, R. R.
Boyer, V. C.
Brill, A. C.
Cain, C. B.
Carroll, F. A.
Connolly, P. J.
Curtin, D. J.
Cyr, A.
Denton, F. J.
Donohue, D.
Fahnlender, J. J.
Fehlemelcher, W.
Giroux, A. A.
Guerrero, C. J.
Hardin, J. T.
Healy, W. M.
Hefferman, C. J
Hoy, O.
Jackson, F.
King, W. E.
Leahy, T. P.
Lewis, J.
Long, F. E.
Lowry, L. L.
McCarthy, M.
Metro, G.
Morris, J. L.
Nicolette, S. J.
Ochesky, H. L.
Patterson, T. A.
Peak, C. J.
Plunkett, P.
Shaw, A. L.
Sherman, W. A.
Shocky, C. E.
Siemann, D. R.
Siess, R.
Slack, J. B.
Stockdale, C. A.
Thibault, J. A.
Tooley, C.
Vaughn, J. C.
Vogel, W. C.
Watters, K. B.
Whelton, C.
Wiser, J. H.

The following named motormen and gripmen of the 28th and Castro Streets division have had no chargeable accidents for the past six months, June 1st to December 1st, 1936:

Andre, H. P.
Atteberry, W. L.
Beasley, J. H.
Bechtold, J.
Bertoni, A.
Biboli, D. C.
Bishop, H. N.
Botts, H. L.
Burns, E. E.
Butcher, W. A.
Campion, J. J.
Carr, J.
Catoir, C. E.
Codino, D.
Cullen, T. P.
Darby, O. C.
Dunkle, W. W.
Easter, C. D.
Flynn, P.
Gallo, C.
Gordon, L.
Hageman, G. E.
Hanneman, C. F.
Hatzis, J
Healy, T.
Holtzen, F. R.
Horton, J. B.
Hugh, E. H.
Johnsen, F.
Jones, H.
Knox, J. L.
Lang, H A.
Langston, W. J.
Larsen, R. V.
Lipman, E. L.
Lowder, E.
McPhee, C.
Manley, C. D.
Metro, M.
Montoya, M.
Morrison, F.
Munday, O. H.
Olden, C. E.
Pallas, J.
Panos, G.
Penick, D. A.
Polidori, F.
Saunders, E.
Schleub, A.
Schuback, J. H.
Sheridan, R. C.
Strohecker, W.
Thomas, B. M.
Vanoni, M. L.
Walter, F. C.
West, W. H.
Wickett, C. E.
Wilkening, F.
Williams, S. W.
Willman, J.
Willwerth, J. F.
Witt, R. H.
Woodard, G. D.
Wormell, F. R.
Zucconi, E.

Felicitations are extended to Conductor James W. Parmely, who on Sunday, November 22, 1936, married Mrs. Christel G. Decker, for many years Chief Clerk in the Division of Recreation and Lands, San Francisco Regional Office, U. S. Forest Service. The wedding was solemnized at a private ceremony in the First Congregational Church, San Francisco, and was followed by a delightful motor trip to the southern San Joaquin Valley. Their many friends in the Forest Service and the Market Street Railway Company join in wishing them happiness and prosperity.

(Continued on Page 27)

Oak and Broderick

By J. L. EDMISTON

Oak and Broderick and Haight Street Division wish to extend to all a Merry Christmas and a Happy and Prosperous New Year.

Dan McCarthy traded his old Ford in for a brand new one. When Dan arrived at the car house with the new car, the boys all gave him the old cheer, which made him very pleased. He said he is going to take mighty good care of this car and keep it a long time.

John Pembroke and Herman Rehers have returned from their annual vacation. Johnnie did not go very far from home as he had a lot of work to do around the place. Herman enjoyed a very nice trip to Los Angeles, where he visited his sister who took him around to the different points of interest.

The St. Mary's and Santa Clara football game went over with flying colors with one of the largest crowds that ever attended Kezar Stadium. Oak and Broderick takes this means to thank all those who helped handle the crowd at the Stadium for their hearty cooperation.

Emil Tews, one of our Ace extra men, say's he enjoys the list very much, as it takes him over the different lines, so he can pick a good soft run for the next sign up.

His Highness, E. B. Duke, the Duke of Haight Street and big game hunter, has had very little success this year according to reports. The best he could do was to shoot a few little cottontail rabbits and ground squirrels and we never even saw any of them.

Alvin A. Lusto has turned out to be "A great little man", and is now doing some of the collecting at Kezar Stadium. "Sperry", as he is known to all the boys, sure keeps things moving when he is around.

Ben Dodd is now in Joe Navarra's class these days, driving a great big Packard car. Ben says he can make it down to San Jose and back on 14 gallons of gasoline, which is a very good average for this automobile. Ben also states that he has to keep a good grip on the wheel when he passes all gas stations, as the car just automatically turns into the station if he does not hold on tight.

Phil Hulme and Mike Kulis this past week joined the Byllesby Post No. 3000 Veterans of Foreign Wars and rode the goat in fine style. Henry Pfeiffer, the new Commander of the Post urges all those who are eligible to join this Post and make it one of the best Posts in the City.

Al O'Rear and Harry Terrell, Pat Brady, Harry J. Miller and Herbert Young who are on the sick list at the present time, are all greatly improved and expected on the job in a short time.

Night Dispatcher R. L. McCarthy had the sad misfortune of losing his mother, who passed away November 14th at 10:30 A.M. after a long illness. Oak and Broderick extends its heartfelt sympathy to him and his relatives in their sad bereavement.

Good Idea

Small Girl (addressing new nurse at bath time): "Nannie, please don't rub me with the towel. Just blot me."—Montreal Star.

According to the Rod and Reel, Gun and Camp weekly, the fishing and hunting is very good in different sections of the Bay region, but have seen very little results from the sportsmen around the Oak and Broderick Car House. If any of the sportsmen are in any way successful, even if we don't get a fish, please let as know about it, so that we will put the news in the Inside Track.

Leonard Pedersen just returned to work after a very pleasant vacation. He did not leave the city very far, but just took a good rest and now is ready to hit the ball for the holidays.

Below are the names of motormen, one man operators and trolley coach operators at Oak and Broderick Division who had no accidents from May 1st, 1936 to October 31st, 1936:

Anderson, Jno.	McCullough, T.
Allen, M. R.	McCarthy, D. E.
Clark, W. F.	McDonald, F. D.
Clark, A. E.	Navarra, J.
Carlson, A. E.	Provich, G.
David, F.	Pedersen, L.
Estus, H.	Ryan, A. J.
Fordtran, G.	Rice, J. G.
Fleming, E.	Sousa, J.
Gillingham, F.	Stansbury, J. G.
Hynch, J. J.	Stockdale, L. L.
Havens, E.	Wormell, R. A.
Jablonski, S.	Wheaton, F.
Langer, F.	Young, H. E.
Milne, J. G.	

In the Old Days

Timothy Hay: "Yes, I've seen a few bad crop years in my time, too. One year our string beans were so poor the crop didn't even pay for the strings."

Al Falfa: "That's nothing, Tim. In '94 our corn crop was so bad that my dad, who had a very poor appetite, ate 14 acres of corn at a single meal."—A. C. C. O. Press.

July was the greatest month in air mail history in San Francisco, the City dispatching more than 41,918 pounds of air mail. This is the largest month since air mail was established in 1926. July 1936 shows an increase of 28 per cent over July 1935.

The following list gives the names of conductors and operators at the Oak and Broderick Division who were not on the short and over list for the month of October, 1936:

Aaron, A.	Neal, J.
Almos, T.	Nichols, J.
Birman, J.	Noll, H.
Bolger, G.	O'Rear, A.
Byers, W.	Pedersen, L.
Barnett, F.	Peck, W.
Behlendorf, H.	Polcyn, J.
Cheney, D.	Paul, C.
Coder, C. D.	Ryan, E.
Colbert, P.	Rinker, G.
Cowden, R.	Rudiger, C.
Crutchley, A.	Shelton, E.
Darcey, T.	Siegel, S.
Duke, E.	Singer, W.
Field, H.	Sabato, J.
Franklin, F.	Stevens, E. C.
Gedgate, F.	Schneider, C.
Geldmacher, C.	Sabo, H.
Hemphill, G.	Stevens, W. H.
Hamman, H.	Stevens, W. H.
Hegarty, T.	Simpson, G.
Heintz, C.	Van Loon, W.
Hodges, R.	Wilson, A.
Hildebrand, H.	Wyhlidko, J.
Love, S.	White, C.
Mosk, J.	Wade, L.
Mayville, H.	Young, W.
Mosley, J.	Young, H.
Monroe, M.	

Ahem!

Fisherman: "I tell you, it was that long! I never saw such a fish!"

Friend: "I believe you."—Bee-Hive.

Holiness is an infinite compassion for others; Greatness is to take the common things of life and walk truly among them; Happiness is a great love and much serving.—Phillips Brooks.

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

We start our little contribution out this month by wishing you all A very Merry Christmas and an extra Happy New Year.

It is just this time of the year, with its extra travel of shoppers and continuous traffic delays, that makes it very trying for us railroaders. But keep cool and hold your temper and you'll be surprised how much better you will feel, when the season's over. We've had a very good record for the past few years—let's keep up the good luck.

"Good morning, madam, I'm from the So-and-So Furniture Co."

"Oh, yes, won't you come in and have a chair?"

"If it's all the same to you—I'll take the radio back."

Why wasn't our dashing young shop foreman, Jim Perry, on the job? He'll probably give us that "Had to take a phone message" alibi again.

Things that make the world go whirly: In our neighboring city of Sacramento, the city ordinance specifies that assessments on slot machines should be $8.00 yearly, and for fortune tellers $1,000.00 weekly.

Although Motorman "Wild Bill" Thompson furnished the refreshments for his conductor's Thanksgiving Dinner, he wasn't asked to join in the celebration. Why, Mr. Schubert?

Our own American tragedy: "Suppose Joe Andretty had a case of tonsilitis and couldn't speak above a whisper."

Conductor Shubert has severed diplomatic relations with Operator Bill Hodges.

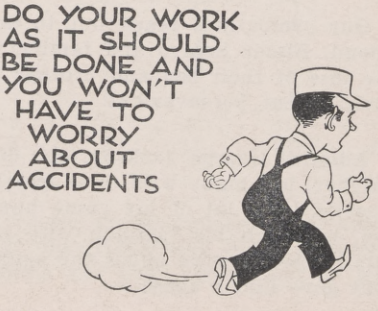
It seems that Shubert with his motorman, Thompson, plus Jerry Lynch and George Hunter decided to cross the Bay Bridge one night after work. They were to use Thompson's car and all chip in to pay the bridge tolls. Just as they were about to start off, Operator "Tex" Hodges hopped in and made himself at home. Shubert, who was cashier for the excursion, attempted to collect from him.

"Whoever heard of a conductor having to pay for a ride?" said Bill Hodges, enjoying the free ride.

Shubert is writing in to that radio Goodwill Court for legal advice.

The Eight "Do Mores".

1. Do more than exist, live.
2. Do more than touch, feel.
3. Do more than look, observe.
4. Do more than read, absorb.
5. Do more than hear, listen.
6. Do more than listen, understand.
7. Do more than think, ponder.
8. Do more than talk, say something.



Third Street Division News

By J. J. Carbone

Operator Walt Diefendorf is smoking more cigars, mostly with foil, which is a sign of prosperity.

Operator (Salmon fisher) Jack Griener had hard luck twice in one month.

Conductor Louie Maurer has bought some real estate in Santa Cruz and will move down there shortly and make a summer resort.

Operator Bill Hutchings says the limit in duck was easy besides catching a 15-pound bass, all in the same trip.

Boys, if you want an idea on a money changer, see Operator C. Jackson.

Yes, the Gilly room is dressing up. Watch it grow. Have the rest of you boys given that dime?

After a tour of the bay bridge, Operator Tiny Graves and wife and a party, dined at the Palace Hotel on a big steak dinner.

Operator Charley Gianola and a few of the boys were seen in one place. Just like wall flowers, at their dance given a few weeks ago.

Our sympathies reach out to our friend, Elmer Schivo and family, in the loss of their son and brother in their recent bereavement.

Admiral George Jackson, our dispatcher, has many wild tales to tell. George did a lot of big game hunting, while on his vacation with his family. Ask George about the skunk that gave him a chase.

Operator Bill (King Tut) Elsus will soon be on the ranch. He claims there is a mineral deposit somewhere!

Operator Clarence (Tony) Krieger hasn't made up his mind as yet, if he should buy a home or automobile.

Operator Bill Hutchings says there is nothing to it when you're a good duck hunter.

Don't forget, boys, that the Gilly Room needs a lot of dressing up. Just give a thin dime.

When it comes to picking them football scores Operator J. Dinneen sure has it on Operator Steve Stojanovich.

A Merry Christmas and A Happy New Year.

The following is a list of men at Third Street Division who were not involved in an accident which was chargeable from June 1, 1936, to December 1, 1936:

Cadigan, T.	McGlynn, P.
Carlock, R.	Maslach, J.
Eaton, A.	Michelini, A.
Graves, G.	Oliva, J.
Greiner, J.	Percival, O.
Hagemann, H.	Rodenberger, H.
Hutchings, W.	Ruiz, S.
Jackson, C.	Stojanovich, S.
Krueger, C.	Shetookin, M.
Laughlin, W.	Scarry, L.
Lose, F.	Stoltz, A.
Mamas, J.	Schmidt, G.
Manning, F.	Smith, G. A.
Missa, S.	Theodos, J.
Meade, J.	Williams, C.

The following operators at Third Street Division were not on the short list during the month of November, 1936:

Azzopardi, C.
Daugherty, G.
Gilman, K.
Graves, G.
Holmes, F.
Hutchings, W.
Jackson, C.
Krasno, J.
Krueger, C.
Laughlin, W.
Lera, P.
Simas, A.
Stephens, H.
Williams, C.
McCarthy, T.
Meade, J.
Metropulos, P.
Maslach, J.
Michelini, A.
Missa, S.
Mullins, D.
O'Leary, C.
Patterson, H.
Rechnitzer, H.
Rodenberger, H.
Slaby, A.
Theodos, J.

Granted

Geology Professor: "What kind of rock is this?"

Student: "Oh! I just take it for granite." — Northwestern Purple Parrot.

28TH & CASTRO

(Continued from Page 22)

Conductor Hoffman is out of the hospital again and is trying hard to make up for all the sleep he lost. George doesn't do any talking in his sleep, but he goes to sleep when he is talking.

Conductor Jackson gets so excited when he wants to go home and there is no street car in sight, and he has been married about a year at that.

Motorman Botts is returning from his farm and has sold all his ducks and chickens. Illness in the family was the reason.

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

Complaints

NOVEMBER, 1936

Division	Discourtesy	Fares	Transfers	Inattention	Total Nov.	Total Oct.
Third	0	0	0	1	1	1
Twenty-Eighth	1	1	0	0	2	0
Turk & Fillmore	0	0	1	1	2	13
McAllister	0	0	0	3	3	5
Geneva	0	1	1	2	4	0
Sutro	0	0	0	4	4	5
Oak & Broderick	1	0	0	3	4	5
Washington & Mason	1	1	0	3	5	5
Twenty-Fourth	3	1	0	2	6	6
	6	4	2	19	31	40

IMPROVEMENT

There is a good improvement in the records of the last month as compared with the previous month. A drop of nine complaints is an improvement of 22.5%. Keep this up a few months and your record will be the best possible.

Geneva Eight Wheel Gossip

By J. F. FREDERICK and W. WEILAND

Prosperity seems to have returned to our "Big Whistle" Division, what with the Stork giving us a big rush a few months ago, we now have some of the boys getting married at the little church around the corner.

May you have years of happiness and our good wishes, Conductor Youngquist and Motorman Jack Knight.

Conductor DeMartini informs us that the only time Motorman "Chief" Quinn puts her on the brass, is when they turn in and on their eating trip.

We are happy to hear that "Willie" Grassi is planning to get married soon.

One of life's mysteries: Why does Guttman always break even, win or lose.

The youngsters who ride on the Visitacion Valley night run have a pet name of their own for Operator Frank Petite. It is "Potato Face".

Ask Barney Hyland where his head was when his hat was destroyed.

What does Baldauf see in Broadway, Burlingame? Is it the weather or sex-appeal? We wonder!!

Following is a list of conductors and operators who have had less than three errors in the past eight months.

J. E. Ensley
G. Hennessy
B. Muther
S. Butler
Cecil Johnson
J. Sidery
W. Konig
C. Fenton

At this writing, let us pause for a few moments to the memory of our own Inspector, Mr. James Francis, who died recently.

Following is a list of motormen, operators and motor coach drivers who have had no chargeable accident since January 1, 1936 to November 1, 1936:

C. Adams
W. Adams
F. Beckman
A. Bedford
C. Bedford
C. Blakeley
A. Bosnos
J. Brayshaw
A. Brodbeck
S. Butler
S. Combs
A. Cook
R. Currie
C. Dittero
T. Doran
J. Fredricks
J. Frescura
E. Gannon
R. Gehring
C. Gikas
M. Giomi
W. Grassi
F. Hagan
E. Harrison
G. Harrison
W. Hayes
A. Hess
J. Hirschier
M. Hollen
H. Jones
L. Jones
J. Knight
W. Konig
F. Latrouel
W. Leis
W. Lenz
M. Lewkowicz
R. London
W. Lusk
E. McCune
C. McManus
F. McManus
F. McNeil
C. Mesusan
L. Milliken
F. Petite
A. Piffero
A. Quinn
E. Ray
A. Rolando
W. Ruhe
E. Ryan
N. Schepp
L. Schelley
W. Shroyer
J. Sidery
N. Stamos
A. Streich
M. Swager
S. Wade
R. Walters
W. Weiland
J. Welch
P. Welch
T. Wells
R. Wetzel
C. Williams
G. Wilson
J. Wishart
C. Wood
O. Woodrow
N. Psarros
J. Hummel

Turk and Fillmore "Truth and Fable"

By E. DUTCHER

Motorman W. Wimmer is on the sick list. Was at the St. Francis Hospital for a while, but is now at home and hopes to be back with us soon.

Operator C. Petrucala who was trying to break ground over at the Kentucky car house the other day is seen these days around using a cane. Seems that he told some of the boys that the ground was too hard and was going to let it go until some time later. Good luck, Pat, but we hope you never try it again.

Motorman Harold W. Rich, of this division, died on November 12, at the St. Francis Hospital after a very short illness. Harold who had been off for the past two years nursing a broken leg, had just started to work as a switchman at the Ferry Loop. He worked only a couple of days when he was taken down sick with a bad cold which turned into pneumonia. Harold was a World War veteran. He is survived by a wife and children. Funeral services were held at Carew and English funeral parlors with burial at the National Cemetery, Presidio. To his relatives and closest friends, our deepest sympathy is extended.

Conductor W. F. Johnson took a couple of days off to pay a visit to his folks up in Washington. Says he had a delightful Thanksgiving dinner with the whole family attending.

Motorman T. C. Hoover of the Fillmore Hill line has been laid up for a few weeks with neuritis. It troubled him in the shoulders some way that he had no use of his arms. He has returned back to work.

One of the boys said to ask Leo, "What a Scottish bunion was."

The boys of the Turk and Fillmore Division did very well this year towards the Community Chest. We want to thank every one of you for your help.

W. H. Haynes was over to see the boys the other day, telling them all about his new work as Toll Collector on the new San Francisco-Oakland Bay Bridge.

This Thanksgiving found our old friend, Conductor C. W. Kennedy, up in the country having that old-fashioned turkey dinner.

Motorman F. W. Norris is spending a while off to get back in shape to go to work. Said for a while it was tough for a motorman or conductor to get an extra day, so now he is going to make up for it.

Motorman Von Snitzel is always in a jolly mood. He belongs in a hillbilly band and you well know these hill-billies are always in that happy mood. Von especially.

The boys are trying to team up Robinson, England and Bernstein for a free-for-all wrestling match. The winner was picked as England.

Be Fair!

"I am going to publish a volume of my poems and do it under the name of John Smith."

"Well, that wouldn't be quite fair."

"Why not?"

"Just think of the thousands of innocent men who will be suspected."

Duck Hunting in Utah

Two of Turk and Fillmore's finest operators, H. L. Knight and F. R. Boothe, are shown above, with ducks brought in from a hunting trip up in Utah. As shown, the boys got their share. Floyd said it was a great experience to get away from the City and work for a few days and to get filled up on good old country air, from the wide open spaces. Herb also came back feeling like a new man, ready for another session with holiday traffic.

Here is another motorman of the Turk and Fillmore Division whom we hear little of and yet he is only a few blocks from the car house. There are so many ask about him and are told when they ask—Drop over and see him, he would be very glad to see you. It is Motorman Allen, who has been on the sick list for a long, long while. Of course, there are a lot of new men come and gone to this Division since he has been sick. Let us all who know him drop over and cheer him up.

Motorman L. Logasa who was off for a couple of weeks undergoing a minor operation is back on the platform again.

Following is a list of conductors and operators of the Turk and Fillmore Division who have had no mistakes in their daily remittances for the month of October, 1936:

Kennedy, C. W.	Vanarsdell, O. L.
Longfellow, J.	Marcum, H. M.
Waring, R. H.	Zuccarello, C. H.
Newman, E.	Knight, H. L.
Schmidt, H.	Smith, D. C.
Cain, A. J.	McLaughlin, C.
Hollis, A.	Bethell, J.
Beck, C. O.	McClure, E.
Hess, E.	Fernandes, E.
Balthaser, E.	Burns, M.
Bartunek, V.	Evans, T. Z.
Holsclaw, E.	Boschetti, E.
Bassillio, E.	Liff, H. C.
Robinson, W.	Clemo, C. E.
Flowers, D. S.	Lyons, H.
Graham, J. W.	Smith, W.
Himes, J. W.	Mammini, L. J.
Baronie, R.	Stringer, B. E.
Barrett, J.	Stagg, W. R.
Yelavich, F.	Webster, T. G.
Williams, T. E.	Poe, B. B.
McCullough, J. K.	Streit, J.
Burnett, J. W.	Beirne, J. J.
Markussen, K. J.	Hellen, C. E.
Ray, B. H.	Bishop, R. C.
Tunstall, J.	Leahy, M.
Jones, W	Williamson, A. D.

Motorman Vanarsdell said the turkey he had for Thanksgiving must have stolen his alarm clock. For he failed to get up that morning.

Conductor J. J. Nyhan took a few days off to rest up as he gave that excuse at the office. Seems that the boys know different. They say Jimmie went and got married. How about that, Jim?

I guess all the boys of the Turk and Fillmore Division had a very nice Thanksgiving. Hear of no complaints. So no news is good news.

Motorman W. Hutchison is still off, convalescing. He hurt himself some way getting off the car. Hope to see him back soon.

Motorman E. H. Newman is still off getting into shape, after being in the hospital for a few weeks. Our hope is to see you back with us very soon, Ed.

Conductor C. E. Clemo, who has been off with a bad case of "flu", has been over to see us, but still is under the weather.

ANSWER TO NOVEMBER PUZZLE

■	W	H	E	A	T	■	R	A	T	E	L
R	■	A	L	E	E	■	A	M	I	D	■
A	B	■	I	R	E	■	Y	E	N	■	A
T	A	T	■	O	N	T	O	N	■	T	E
E	B	U	R	■	Y	O	N	■	C	R	O
R	Y	B	A	T	■	N	■	P	A	I	N
■	■	■	C	A	B	■	G	A	M	■	■
H	O	M	E	R	■	C	■	N	E	S	T
O	V	E	R	■	B	A	G	■	L	O	O
L	A	W	■	H	E	P	A	R	■	N	O
E	L	■	S	E	A	■	B	A	M	■	N
S	■	S	P	I	N	■	B	R	A	T	■
■	L	I	A	R	S	■	Y	E	R	B	A

Commendations

NOVEMBER, 1936

	Jan. to Oct.	Nov.	Total to Date
Twenty-Eighth	16	2	18
McAllister	20	1	21
Turk & Fillmore	22	1	23
Washington & Mason	9	1	10
Oak & Broderick	28	0	28
Sutro	17	0	17
Third	10	0	10
Geneva	17	0	17
Twenty-Fourth	12	0	12
	150	5	155

Commendations for the first eleven months average better than fourteen per month, but for November only five were received. People must have been too busy with their Thanksgiving dinners to take time out for letter writing. Good deeds and considerate actions are always appreciated by the riding public.

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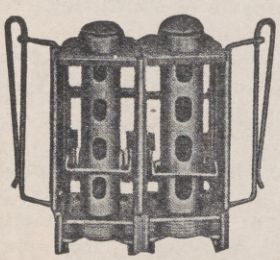

Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

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McAllister Division

By Bill Schulz

Conductor Wimpy Jones hit this writer with a pool cue one day last month, and then accused him of putting the head of a "Wimpy" doll in the gilly room with his badge number on it. I wish the person who did this dastardly trick would confess, for he surely has put the writer behind the 8-ball. I don't mind as long as I stay behind the 8-ball, but if Jonesy takes a notion to throw the black marble, I don't want to be in front of it.

We saw Motorman Ed Miller the other day and he said that he was getting well slowly but surely.

Motorman Tom Green was coming up Market Street one night, and saw a dilapidated Ford with a sign on it advertising the Bartenders' Ball. Tom pointed at something and said, "Boy! Oh! Boy! Could I go for that." But knowing Tom's weakness for automobiles, I don't know whether he meant the auto or the sign.

The "Beef Trust" of McAllister with approximate weight and cause:

Motorman Gubler, 235 lbs.; brought on from eating "Wheaties."

Motorman Kendall, 195 lbs.; the sandwiches he brings for lunch.

Conductor Tobin, 230 lbs.; all the corn beef and cabbage he eats.

Conductor Lagosa, 210 lbs.; just hot air.

Conductor Dokes, 225 lbs.; from a lot of good old corn bread.

Conductor Feilds, 195 lbs.; just the old milkshake kid.

Conductor Carr, 197 lbs.; taking in Motorman Knaack's wind.

Conductor Wagers, 245 lbs.; eating meals besides the diet he is on.

An apology to Motorman Al Gubler and Conductor "Piggy" Oppenheimer: I saw a box of Wheaties the other day and they do not have pictures of baseball players on the back any more. They have pictures of Shirley Temple, so I guess Oppie will save them until baseball season comes back.

Frank, the doughnut man, at 8th and Clement, says that Scotty Thompson must be in the money, for now he has coffee and doughnuts when he comes in. Before, he used to bring his own sandwich and have a cup of coffee.

I hear that Conductor Bob Fields is what they call a city slicker when it comes to playing pinochle. Well, the other two pigs think they are pretty good too. So on behalf of "Piggy" Oppenheimer and myself, I challenge you to a game with no holds barred and Marquis of Queensberry rules prevailing.

We hear that Motorman O. V. Terry had a big night on November 3rd. He stayed up until after eight o'clock.

The end of last month there was a picture of a man in a dog house put up in the office window. The name printed on it was Jim Allen, the gay Lothario of McAllister.

Have you boys seen the nice new "Hill-Billy shirt that Robert Fields Jr. has? Oh, Boy!

They say that Conductor McPartland likes to sleep so well in the morning that the boys are starting to call him Morpheus. How many now, Micky?

We happened to see Conductor Jack Flynn on Hayes Street the other night and he had his hat off and was shaking his head. I think that Jack was shaking out his long curly locks of hair.

Sensational News: Motorman Hartman had an oversleep.

Conductor Johnny Ball and Motorman Ray Cantor, the boys that handicap the races every night, have signed up at least four times together. Ray says that if they don't stop soon, both Johnny and he would be ready for a padded cell. But Johnny just looks at Ray and says, " 'Taint so, Ray; 'taint so."

They say that Conductor Jack Watson stayed around the gilly room so late the other night, or should I say morning, that he was locked in the carhouse and missed the "Owl." He got so excited he lost his badge and after finally finding it, he had to walk all the way home, arriving about 4:30 A.M.

Well, boys, if you want to learn how to put down overtime on your time cards, you should see Conductors Dokes and "Weepah" McAulliffe —I saw them trying to explain how it was done to Conductor O'Neil. After talking it over for about a half hour they finally took it to the office and Joe Casey straightened it out and Mr. O'Neil was right in the first place. If this was a baseball score I bet "Weepah" would have no trouble figuring it out.

Someone gave Motorman Ed Siler's boy an outfit that burns pictures in wood. Ed saw how easy it was to draw pictures of the comics, etc., and now the boy cannot get the set away from him. If this information is true, I wish Ed would practice up so he could make a picture of his conductor Al Lagosa, or at least give us his impression of how he thinks Al looks.

I notice that the two heavy weights of the "Beef Trust," Motorman Al Gubler, who saves the Shirley Temple pictures from the Wheatie boxes for Herb Oppenheimer, and Conductor Dillard Wagers, have signed up together. I was thinking that these boys sure will have a large load to start out with.

Notice to men driving automobiles near vicinity of McAllister and Lyon Streets—Look out for Al Lagosa. He thinks he can drive an automobile too.

Standing around for about an hour after signing up, Conductor Pet Mitchell started scratching his head and saying, "I don't know why I signed up for that run." Poor Mitch, he sure does have his troubles.

Conductor "Pickles" Lawrence was telling me that they certainly celebrated his birthday in style this year. First they opened the Bay Bridge and then they held a couple of parades—so now Bill is walking around with his chest out. He did not say how old he is, but I guess it's the usual 21 years.

They say that Conductor Warner of run No. 22 Hayes went to work on his day off, got the car all ready and brought his fare box out before anyone told him that his block man was going to work the run that day. Well, Warner, old boy, you should see Conductor Coleman—I'm sure he will sympathize with you, for he did the same thing himself not so long ago.

This is just to let Mr. Patrick Altiere know that Mr. Russell Coleman says that while he was down South, he went to see the lion that is shown in all Metro-Goldwyn Mayer pictures. Russ says the lion told him he could not use anyone who is always pulling down his coat and stretching his neck.

Conductor Willie Gray says that if Conductor Hennessy would like a little information on the new transfer rules he will gladly give it to him.

* * *

We hear that Motorman McDowell is breaking in on the back end. Boy, won't he give all the other conductors a lot of competition.

* * *

Boy, oh boy! Have you seen the red necktie that Conductor Moffett is wearing on Hayes Street these days. Whoops, my dear.

* * *

They call Conductor Hennessy 3-star, but from what I hear you must have four stars to be good.

* * *

We hear that Conductor Charlie Martin went to China-town one night last month and showed the folks that he was a past master of the chopsticks. I guess Charlie learned how to use them when he was in the Navy. I was told that if he had to feed himself with chopsticks he would probably starve to death.

* * *

Conductor Norcia seemed to be having a hard job throwing a switch in the yard the other day. After trying to throw it for about five minutes, he found out it was a lever switch.

* * *

Motorman Harry Busse and Conductor Bill Lawrence got up in the middle of the night to go crab fishing out at the beach. I don't know what luck they had, but anyone who gets up at 4 A.M. deserves to get something.

* * *

All you boys that would like to have your changers fixed should see Motorman Bill Kendall. I'm sure he can fix them without having too many parts left over.

I wonder if any of you boys ever went for a ride in the Golden Gate Park at night in your pajamas. I would like to know how it feels so I am going to ask Conductor Ralph Hinkle. I hear that Ralph did, and a policeman stopped him to see if he was a sleep-walker.

* * *

What certain conductor was seen out in the Avenues holding hands and skipping with a very nice-looking girl?

* * *

Motorman Ed Siler and Conductor Oppenheimer asked me to find out if Conductor Al Logosa would consider the job as water boy on the soft-ball team that they are going to organize, at a nominal salary.

* * *

Conductor Coleman wants to know if Conductor Jones has brought home that bottle of milk yet.

* * *

Conductor Klein has a little boy that he must be training to be a conductor—I saw him with a rope around a pole over on Hayes Street and the little fellow was pulling two bells and then peaking around the pole to see if anyone was coming.

* * *

I understood that they had to show Motorman Baker a picture before he would believe that blind dates are not so good. We also hear that Mr. Baker is fish for "Oppie" in the game called checkers. How about it, Baker?

* * *

They say that Conductor Johnny Ball sure can drink Coco Colas. In fact, the other night he drank about seven glasses and he was still thirsty. I think we ought to match him with "Coca Cola" Conrad and see which of them is the best.

* * *

What certain motorman on Hayes Street has been wearing a lady's full length silk stocking because he has a sore leg?

Conductor Charlie Eskimo" Martin, the boy who comes up from Brisbane by the Sea every morning and tells the boys how nice the weather was when he left home, got caught the other morning. Conductor Russ Coleman saw him coming in the door of the gilly room shaking icicles off his coat.

Motorman Glen Roberts is back at work and feeling well again. Glad to see you around again Humpy, old boy.

I wonder why all the boys are calling Motorman Pete Lemeiux "Pussy Cat?"

Conductor Staley was married on November 24, 1936, at 1:29 P.M., and was seen with a package of Bon Ami soap to wash windows on November 25, 1936, at 1:30 P.M. That's going domestic in a hurry. But, congratulations to Mr. and Mrs. Staley. I'm sure everyone in the barn wishes you a lot of good luck.

This is a letter that Motorman McDowell says he is going to send to Santa Claus:

Dear Santa: I wish you would send me a blonde for Christmas. But do not deliver her at the carhouse for I would have too much competition.—Yours,

Motorman McDowell

P.S.—If you have any extra southern blondes I wish you would send one to my pal, Schnozzle Parrell. I'm sure he would appreciate it."

This is a word of thanks to you fellows who have given me cooperation in gathering news for the book. I want you to know that I appreciate your help and with your continued assistance, I see no reason why we shouldn't have a very good column every month. Best wishes to you all for a Merry Xmas and a Happy New Year.

Bill Schulz.

Attention Car Men!

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Washington and Mason

By JOHN M. SOWERS

Since this is the pictorial edition of our column, we went down to the police station and tried to get a picture of Anderson from the Rogues' Gallery. No luck, daggonit.

The boy holding the Sardine is Dave Drouin. Don't hold your nose, it's fresh.

Our candidate for the meanest man in town is Conductor Lang, who argued ten minutes, the other day, trying to get a lady to pay her nickel. Finally he said, "Well, madam, if you don't pay your fare, I'll have to pay it myself." And he did.

We also tried to get a shot of Bert Brodose, dragging his feet down Powell Street. But by the time we found our camera, it was too dark.

Timothy Reardon is a veritable devil with a powder puff since he pulled a compact out of the new machine at the Cable Lunch, begorra.

Louis Jaffa is always talking around in circles. Witness this conversation overheard when the brothers Jaffa first read about the recent "baby bandit" affair.

Louie: Crime doesn't pay, if it did, I wouldn't be here.

Max: Where would you be?

Louie: In Sing Sing.

Clinton Cash, the old horse trader from Utah, has quit bandying his affections about. The idea is he's found the right girl at last. It's a beautiful thing.

Spud (Lloyd) Carl, the big gem from Idaho, has taken to crooning out in front of the new Lyceum theatre on Mission and drooping like a willow tree around a house in Bryant.

We're told that Landrus will drink anything you give him so long as it's liquid and contains no alcohol. We hope he quits this before someone gets wise and puts strychnine in his coffee.

Les Valva has bought a new Chevrolet sedan. By "new" we mean brand, spanking new. Not a wheeze in it.

Mr. and Mrs. Mike Sares are all settled in their new house. It's a red-letter day when one moves into a home of his own and we're all happy for Mike.

Conductor Gabriel is saving up to get married. Good luck, Gabriel.

It looks as if we might be dancing at Johnny Hurlihy's wedding soon, too. Steve Dellis is egging Johnny on.

And all the girls on all the cable lines are after Carr.

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Ferry Scandals

By R. A. Elliott

Harry Reedy returned to work December 3rd, after a month's visit in Missouri. Harry says they made the round trip without any trouble, not even a flat tire. When Harry got through telling us about his good luck on the trip, he went out to his car and found he had a very flat tire.

He told us about driving a team of mules over half of the State of Missouri, so he probably drove that flat all the way back and didn't even notice it.

Inspector H. G. Wilson got a surprise last Monday when his uncle from Missouri walked up to him at Broadway and Kearny.

We are going to miss Ernie Spencer at the Loop at nights, now that Harry has returned. Ernie was getting to be a fixture around here and we all liked him.

Switchmen John Bole, John Sanders and Bill Barry are still on the sick list, although they are reported doing very well. We hope to see them all back on the job very soon.

Robert Martin has been acting as switchman for the past few weeks. Pat makes as good a switchman as he does an oiler. In fact, Pat makes good at any position he is given.

Jess Kane has been acting Chief Oiler at the Loop, while Pat is in the switchhouses. He is a fine fellow and we will hate to see him go back on Mission Street.

James Francis passed away November 12, 1936, with heart trouble. "Sunny" Jim, as he was known to all the men on the road, was born October 22, 1859.

He entered the service of this company April 7, 1892, and served the company faithfully until his death, a total of forty-five years. He was appointed Inspector in 1902, which position he held till the time of his death.

George Karahaloes has been having wonderful success on his fishing trips here of late. He brings the proof back with him and they were good to eat, believe me.

Tom Barnett put in a requisition for a new broom for the tower. He got one, too, but it is so heavy that the night crew can't use it, so Tom and George have to do all the cleaning up in the day time.

Collector Gordon Colley has to go to Vallejo, Monday, to answer a speeding charge. His ticket reads 94 miles per hour. It is very doubtful whether Gordon will spend the Christmas holidays at home or Vallejo.

For Benefit of Others

Lecturer (in village hall): "Now, you all know about the stratosphere—"

Chairman (interrupting): "Most of us do. But perhaps you'd better explain for the benefit of those who have never been up in one."

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

His Chaps

Cowboy: "Did you see anything of my chaps around here?"

New Wife (from the city): "No, Spike, I didn't. All I saw was a pair of old, fuzzy pants; but they didn't have any seat in them, so I stuck them in the stove."

Thanks for the Compliment

The hill was steep and the load heavy. The donkey did its best, but at last it stopped and would not budge another inch.

The driver saw a man passing. "Excuse me," he said, "but could you help me to get this load to the top of the hill? It's too much for one donkey."—Montreal Star.

Make Their Own

"Grocery butter is so unsatisfactory, dear," said Mrs. Newlywed, "I've decided today that we will make our own."

"Oh, did you?" said her husband.

"Yes; I bought a churn and ordered buttermilk to be left here regularly."

And Accuracy

Business College Head: "In teaching shorthand and typewriting we are strong for accuracy."

Inquirer: "And how are you for speed?"

College Head: "Well, out of last year's class, six married their employers within six months."—Milwaukee Eagle.

Oh, Oh!

Boy (to manager): "I observe, sir, that you have a vacancy for a respectable, well-spoken boy."

Manager: "Oh, yes, but it was filled yesterday."

Respectable, Well-Spoken Boy: "Then why don't you take the bloomin' card out of the blinkin' window?"—Montreal Star.

50-50

Mr. Murphy was taking his first flight in an airplane. The pilot was taking him over Dallas, and when they were about 3000 feet up, the plane suddenly went into a nose dive.

"Ha ha," laughed the pilot as he righted the plane. "Half of the people down there thought we were falling."

"Sure," said Murphy, "and 50 per cent of the people up here thought so, too."—Automobilist.

Not Her Fault

Hubby: "Darling, why is it that your boiled eggs are sometimes only half cooked while at other times they are boiled hard?"

Wifey: "I'm sure it's not my fault, honey-bunch. I'm very careful to time them properly. I always put them in hot water when the clock strikes eight, and take them out just as the accommodation train goes by."—Pathfinder.

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Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON

It is almost time to say good-bye to 1936, and as we look back on the year, I believe we have done fairly well. We have had our disappointments as well as our pleasures, but, on the whole, we have a good deal to be thankful for in having our health. 1936 will be a year that will always be the outstanding year for San Francisco in that the San Francisco-Oakland Bay Bridge was officially opened on November 12, 1936, and during that week San Francisco celebrated, as only we of this City by the Golden Gate knows how. This bridge is one of the world's achievements, and with the bridge across the Golden Gate, which is gradually nearing completion, San Francisco will be reached by the north, east and south by automobile and rail in a minimum of time.

A Merry Christmas to all who take a few minutes to read this magazine, and may Santa be good to you. May the year 1937 be a happy one, may you enjoy good health, and may a little of the goodness of this earth be yours.

Well, well, more news: Joe Bordin is rumored to be the champion bocciball player of Ocean View. Brother Tommy Thomas says he can and will beat Joe any time of the day or night. But, wait a minute, we have forgotten that Joe goes to bed every night at 6:30 so it will have to be a daylight game.

Mrs. Gilbrech was in the office and advises us that Mr. Omer Gilbrech, of the Machine Shop, is at home, although he still is under the doctor's care. We are sure that he would appreciate having some visitors.

Mr. Wache of the Electric Shop is at the St. Francis Hospital, and is quite ill. Here's hoping that his condition will change for the better, and he will be back with us again before long.

It was quite a shock to the employees of this department to hear of the death of Joseph Glavish, one of the proprietors of the Geneva Restaurant. Many of the men have had their lunch in there ever since the place was opened, and many others have bought their smokes and such at his place, and we know that he will be missed by all those who knew him. To his wife and children, the employees of the Superintendent of Equipment Department extend their sincere sympathy.

J. Sorensen.

We ought not to be weary of doing little things for the love of God, who regards not the greatness of the work, but the love with which it is performed.—Brother Lawrence.

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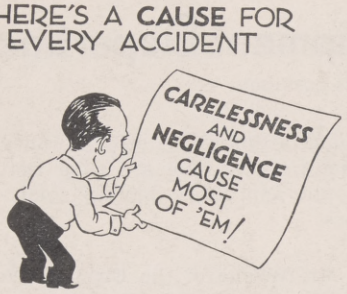


Golf Course Chat

Two golfers, excellent friends, who, like so many players, enjoyed spoofing each other about their play, had just completed the course.

"Jerry," remarked one of them, "you really should have a man to follow you around and replace the turf."

"The same man," replied Jerry, "could make a day of it by following you around and returfing the place."

Patient

The dear lady stood on the cliff watching the revolving beacon on the lighthouse. "How very patient those sailors are!" she exclaimed. "The wind has blown out that light a dozen times at least, and they still keep on lighting it again."—Automobilist.

Preparation

"Daddy, I want to be an Arctic explorer."

"That's fine, my boy."

"But, Daddy, I want to go into training at once."

"How so?"

"Well, I want a dollar a day for ice cream so that I can get accustomed to the cold."

Fully Qualified

"Is that your college diploma you have framed there?"

"Well, it's a sort of diploma. It's a worthless stock certificate showing that I've been through the school of experience."—Toronto Globe.

Doubtful Eggs

"If Ah was you Ah'd order something else besides aigs," said the colored waiter. "This morning Ah wouldn't care to recommend the aigs."

"Why not?" asked Abner. "Aren't they fresh?"

"No, it's not that. Ah doesn't know whether they's fresh or not. To tell you the truth, we haven't got any," replied the waiter.

Chicken Salad

"Give me a chicken salad," said a man in a suburban restaurant.

"Do you want the 40-cent one or the 50-cent?" asked the waitress.

"What's the difference?"

"The 40-cent ones are made of veal and pork and the 50-cent ones are made of tuna."

Prediction

It happened at a Wellesley class reunion:

"Why, Winifred! It is just wonderful to see you! Sit down, my dear, and tell me all about yourself. Are you married?"

"Yes, I'm married."

"Imagine it! I remember in school you always said you wouldn't marry the best man on earth."

"I didn't."

Resources vs. Landing Fields

"Aviation would be all right if you got your engine trouble in good landing places," said the amateur aviator.

"Yes," said the mail plane pilot, "it's like the story of the rich man who said to the poor man: 'After all, George, it doesn't do a chap any harm to be thrown on his own resources.'

" 'But,' growled George, 'it always happens when he hasn't any.' "

Cash Wanted

"Pay your taxes with a smile," advised Mrs. Gotrocks.

"I should love to," said Miss Comely, "but they insist on cash."

What She Wanted to Know

"Do you keep your cows in pasture?" asked the young housekeeper as she paid the milkman.

"Certainly, madam."

"Well, I just wondered. You see, I've heard that pasteurized milk is so much better."

Even

"Your father is a shoemaker, and you haven't any shoes!" scoffed Peter.

"Well, your father is a dentist, and your baby hasn't any teeth," retorted Ted.

Both Right

"Some of you pedestrians walk as if you owned the streets."

"Yes, and some of you motorists drive around just as if you owned your cars."—Capper's Weekly.

Getting a Start

"But I've signed your book before," said the fairly distinguished actor.

"Yes, sir, but when I get 10 of yours I can swap them for one of George Arliss."—Pathfinder.

Too Common

First Hobo (surveying stream of pleasure seekers): "I 'ates 'olidays."

Second Hobo: "Yes, makes yer feel common when nobody ain't workin'."

Stick Around!

A young man who had received his diploma had been looking around successively for a position, for employment, and for a job. Entering an office, he asked to see the manager, and while waiting he said to the office boy:

"Do you suppose there is any opening here for a college graduate?"

"Well, dere will be," was the reply, "if de boss don't raise me salary to t'ree dollars a week by termorrer night."—Montreal Star.

Saving His Good Name

The accused had been duly convicted, when it was proved, on further evidence, that he had actually been in prison at the time the act was committed.

"Why didn't you say so?" demanded the judge of the prisoner.

"Well," said the man, apologetically, "I was afraid of prejudicing the jury against me." — Magazine Digest.

Tenting Tonight

A kindly, but somewhat patronizing landlady inquired of the young bride as to how she would spend a certain holiday.

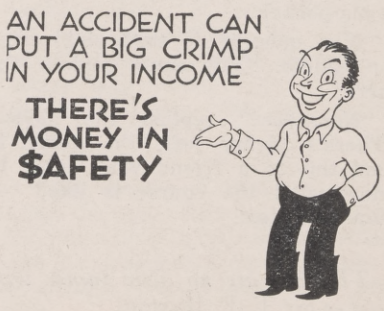
"Our plans so far," replied the bride a little distantly, "are tentative."

"Oh, how delightful!" exclaimed the landlady. "I'm sure you'll enjoy camping out more than anything else you could do."

Promising

Mr. and Mrs. Penley were honest, hard-working farmer folks. By self-denial they had managed to send their son to Harvard. One day a letter arrived. "I know you will be pleased," wrote the son, "to learn that I have won the squash championship."

"Well, well!" beamed Father Penley. "We'll make a farmer out of that boy yet, mother."



A Success

Johnny had been the guest of honor at a party the day before, and his friend was regarding him wonderingly.

"How was it? Have a good time?" he asked.

"Did I? was the emphatic answer. "I ain't hungry yet!" — Toronto Globe.

Honor

"Mrs. Buntie," said the bank cashier, "your account is overdrawn $42.29."

"Dear me!" exclaimed Mrs. Buntie, "I'll attend to it right away."

As good as her word, she straightway wrote and mailed to the bank a check for $42.29.

Today's Limerick

A cold cup of cocoa off color
Is certainly not any dolor
Than cocoa which savors
Of multiple flavors
Imparted from dunking a crolor.

The Sample

The golfing novice prepared for his shot with the usual elaboration. He addressed the ball, swung with his club, brought it down smack upon the turf. The ball traveled three yards; the turf traveled 10. In no way dismayed, he strode forward and picked up the piece of turf he had displaced. This was as it should be. But everyone gasped when he put it in his pocket.

"You mustn't do that, sir!" cried the caddie. "You must replace the turf!"

"Nonsense!" replied the novice. "There's plenty left, I'm going to send this to a friend who wants to know what the course is like." — Montreal Star.

THERE are no little things with God.—Sir T. F. Buxton.

So That's What It Means!

"Bobby," called mother, "be sure to come in at four o'clock and get your bath before you go to Jones's for supper."

"But, mother, I don't need a bath for that," protested Bobby. "They said it was going to be very informal."

Rough Idea

Mr. Newrich (touring in his new car): "Where are we now?"

Chauffeur: "Halfway between Paris and Marseilles, sir."

Mr. Newrich: "Don't bother me with niggling little details. What country are we in?"—Van Hem.

Proof Enough

"It isn't sanitary," protested the traveler, "to have the house built over the hog pen that way."

"Well, I dunno," replied the native, "we ain't lost a hog in 15 years." —Automobilist.

Lots Left

Mistress: "Have you given the goldfish fresh water lately?"

Maid: "No, mum; they didn't finish the water yet that I gave them last week."

A Child's Love

Four-year-old Ellen was being taught to eat and enjoy all kinds of food, so she was given spinach, and rather often, she thought. She ate at her own pretty little table, in her nursery, with her big Teddybear, as companion, always opposite.

As she sat down at her wee table one day, she glanced at it and sighed. "Spinach again! Oh, Teddy, dear, if I didn't love you so dearly I'd give this to you."

He'll Find Out

"Waiter, my bill."

"What did you have, sir?"

"I don't know."

"You don't know?"

"No. I ordered a tender steak."— Der Lustige Sachse.

General Office Doings

By Mrs. Rubye McTigue

Days change so many things,
Yes, hours . . .
We see so differently
In suns and showers.
—George Klingle.

Mr. Russell Emerson, of the Treasurer's Office, was taken seriously ill while on the job last month, and was taken to Harbor Emergency Hospital and, some time later, was removed to the St. Francis Hospital. There he is, at this writing, and likes his feather bed fine.

There he likes it so well, he laughingly wanted us to promise him one just like it at the office. We are hoping that he will be back with us again before long.

Have you met Mr. H. B. Mills, new Manager of the Commercial Department, who is making his headquarters in Room 613?

Mr. Mills was formerly connected with newspapers in the advertising departments of the Oakland Tribune and the San Francisco Call Bulletin. He seems to like his new friends in the Market Street Railway Company.

Does he remind you a teeny bit of Clark Gable, Roses?

The Storekeeper's Department is feeling the loss of one of their employees, Miss Elsie Silva, who died on November 26th, after a short illness.

We extend our sympathies to that department, for she was well loved and respected by all.

Did you hear someone banging furiously the other day in Room 613?

That was Rose Mays trying out her new "silent" typewriter, or was it just supposed to be noiseless?

Viola Peterson also keeps in touch with the progress of the Southern Colorado Power Company in Pueblo, Colorado, where she spent so many years as secretary to Mr. Benning.

Good old Pueblo, the one thing we have in common.

Is it true that a few of the young bachelors in the Auditing Department and the Drafting Room are contemplating marriage?

Mr. James L. Egan, of the Claims Department, is a bridegroom of a few months duration, in case you didn't know.

We knew someone would snap him up for he is rather handsome. (No charge for free advertising.)

Once in a while, an old friend makes an appearance and this time it was Alex Young, formerly of the President's Office and whose successor was Earl Swensen.

The day after Thanksgiving, everybody talked so much turkey that we just about threw the remainder of our bird out, when we went our weary way home. That is what is known as being "fed up" in a big way.

Just caught a glimpse of Enid Lang the other day, in a lovely henna colored smock. Just a smile, a "hello" and she was gone, but there was left a pleasant recollection of a pretty girl.

Ever since handsome "Boy Wonder" Bill Borland, formerly on Payrolls, betook himself to more lucrative fields of endeavor, "Shiek" Bill Kenney has enjoyed little or no competition, a la blondes and brunettes.

However, he will have to look to his laurels as we just received word that "Boy Wonder" Borland is coming back to the General Office around the first of the year.

* * *

We have conclusive evidence that since that new, tall, dark and handsome towel dispenser has been making his regular rounds, many feminine eyes have been misbehaving quite shamelessly, especially those belonging to a certain blonde lady.

* * *

We notice that on cool mornings, all the windows are kept tightly barred since our friend Zip Rushing made her debut in her darling Eskimo outfit, a few mornings ago, which made quite the sensation of the season.

* * *

Those in the other departments should have heard Earl King screaming around in jealous rage last month because Mr. Orlo Curtice made the column twice and he (King) received no mention.

Wait till he reads this!

* * *

At the present writing, Irene Hawks of the Claims Department is still away on account of illness.

* * *

Fatherhood is lending a touch of dignity to Tommy Norton, or is it that new mustache he is growing.

* * *

Ruth Henderson's fur coat looks awfully warm these snappy A.M.'s.

* * *

Last month we introduced, to this column, Mr. Bernard Czela, a personable young man with a mind full of ambitions. Mr. Czela became a married man after a week with the company and thereupon felt the urge to go further into the business world elsewhere. This month, dear readers, we introduce to you a somewhat tall gentleman, six foot three to be exact, Mr. Francis Patrick Jensen, formerly of Reno, Nevada, who is now carrying the letters and bills around.

He is what is known as the tall, light, silent type but we are endeavoring to put the crimps in that silent business and will keep this column posted as to our progress.

* * *

Clunk! Clunk! Clunk! is the sound we hear coming around the hall which warns us that young Bob Lee is about to make an appearance. Was he surprised to be greeted before he poked his head in and wondered how we knew!!!

* * *

Doesn't our building look nice since it had its face washed and painted?

* * *

No! Helen Tuttle's fever heated enthusiasm for her Alma Mater, U. C., has not burned down. She is still as faithful to "Cal" as ever with side issues to the Santa Clara football team.

* * *

Strange Interlude of the Opera

Mrs. Rubye McTigue
c/o Inside Track.
Dear Mrs. McTigue:

A short while ago, in one of your issues of Inside Track, I noticed in your columns, mention of a young lady, who is on the office staff, taking part in the chorus of the San Francisco Opera. I was quite anxious to get in touch with this young lady, to see if I could help her in any way, for I, too, am singing in the chorus of the San Francisco Opera and, having lived in France and Italy, I could readily help her with either the pronunciation or interpretation of the operas we were working on.

During rehearsals at the opera house, I tried to locate her but since we only know each other by faces and seldom by names, I did not suc-

ceed. It was the very night of the last opera, Othello, all the chorus members were standing in the wings peering over each other to see what we could see and hear what we could hear. Three of us managed to hide behind a heavy velvet curtain and quite close to the scene of action—a young lady attired in a heavy yellow satin court costume with a wig of raven black tresses, a young gallant in velvet attire, and my knightly self. From the stage came pouring forth the golden voices of Martinelli and Rethberg. There was a sudden lull, and I heard the young man whisper to the young lady asking what she did with herself during the hours of the day. I couldn't help overhearing her say she worked in the office of the Market Street Railway. I then stepped forward and introduced myself. Somehow working for the same company does make people feel akin. I sing in the tenor section, and am a car builder in the Elkton Shop.

I thought it a strange coincidence that I should meet Miss Gould at the very last performance we sung in and in such a surprising way, when I least expected to, that I couldn't help writing in and telling you about it.

Very truly yours,
Marcel Fiore

Mr. Marcel Fiore, of the Elkton Shops, paid the Commercial Department a visit and acquainted us with a few facts concerning himself. He has been in our employ since March 1934 and gives all his spare time and thought to one thing, namely Grand Opera.

Mr. Fiore took part in ten of the presentations, among them La Juive, Carmen, Tosca, Rigoletto, Forza del Destina, Pagliacci, Tristan and Isolde, Othello and others.

We thought this letter very interestingly written but it does not equal Mr. Fiore himself and we are proud of our employees and their endeavors in the finer things of life. Miss Helen Gould graciously gave her consent to the printing of this letter for which we thank her.

Roy Burns, of the Commercial Department, presents a dainty picture cutting his finger nails with the 12-inch scissors, generally used to cut the newspaper clippings.

OF SPECIAL INTEREST TO THE GENERAL OFFICE

"The engagement of Miss Dorothy Will and Mr. Donald Randell Burton was announced informally the 11th of December by her father, Mr. Frederick G. Will.

Miss Will is a graduate of the Academy of the Sacred Heart and of the University of California, where she was a member of Apha Omicron Pi sorority. She is the daughter of Mr. Will and the late Mrs. Will and the sister of Miss Helen Will.

Mr. Burton is the son of the late Mr. and Mrs. Arthur Burton and the brother of Mrs. Orrin Davison of Burlingame, Miss Marie Burton of Hollywood and Mr. Grant Burton of Walnut Creek. He attended the University of San Francisco.

No date has been set for the wedding, but it will be an event of early spring."

So read an article published in the San Francisco Chronicle. We are happy for Miss Will and send our best wishes through this medium.

Old-Fashioned Phrase

"Does your parrot talk?"

"Yes, he says 'I beg your pardon.'"

"Hm-m! Must be a very great age."

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VETERANS OF FOREIGN WARS OF THE UNITED STATES
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WAR MEMORIAL BUILDING—HALL 311

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G. T. TYERS, *Correspondent*

Comrades Please Note: Your Degree Team deserves your support and TIME. After all their record, good or bad, falls on your shoulders, report promptly and have your part memorized. Then we can place the prizes all around the Post Room. Let's go to town.

At this time I wish every one the Season's Greetings and the Best of Luck; from my Comrades and myself.

It is with regret that I learned of Comrade Emerson's sickness. At this writing he is confined at The Saint Francis Hospital. Every Comrade and Sister wish you speedy recovery. We miss you.

In behalf of the entire membership of the Auxiliary and Post I wish to extend to Comrade and Sister Barnett our deepest sympathy in their recent bereavement.

Comrades Please Note: Our Replacement Representative for California informs me that the next few months will see an increase in Federal Civil Service and State Personnel Examinations. Make applications at the following addresses, or call in person; 404 Library-Courts Building, Sacramento; 108 State Building, San Francisco; 401 State Building, Los Angeles; San Diego Civil Service Commission, Library Annex, 9th and L Streets. His message is to help all veterans to secure jobs as soon as possible. Please pass this information on to all veterans entitled to receive the same.

Please Note: I wish to correct a report of last issue about the installation. Our good friend and Comrade, Jean Azavedo presented Past Commander McDevitt with his glittering badge of authority, instead of Comrade W. W. Wilson. Sorry.

Past Commander McDevitt missed the kitty. Sorry Mac, YOU HAVE TO BE PRESENT TO WIN. Your years' dues will come out of your pocket, not from the gang unless you can win at the next meeting. We expect to see your smiling face soon.

The Ladies Auxiliary—By Sister Elsie Melikean

In behalf of the entire membership of the Auxiliary, I wish to extend to Sister Alice Craig, our deepest sympathy in her recent bereavement.

It is again time that the Kiddies get their break, so don't let it slip your memory, that the Annual Christmas Party held by the Post and Auxiliary, will take place on the evening of December 22nd at the War Memorial Building. All arrangements are being carefully arranged by the Committees from the Post and Auxiliary and from all reports, it can't be any thing less than a huge success. Don't forget now, this is the Kiddies' Night; please see that they all get there. The Room and time will be posted at each barn so that our children will not miss this gala affair.

We are all anxiously awaiting the arrival of the little Blessed Event to invade the Williams household.

The entire membership of the Auxiliary extend the Season's Greetings to each and every one, and wish you all the best of luck; all good; over the Holidays.

In behalf of the membership of the Auxiliary I wish to extend the deepest sympathy to Comrade and Sister Barnett in their recent bereavement.

* * *

Our Post Commanders' Column

Comrades: The latter part of November was just one installation after another, and am very glad to say that these installations always found Post and Auxiliary No. 3000 well represented.

Now that these installations are over, we can devote our time to new members and routine of the Post.

Some of us have neglected our duty to our Post and Comrades by not attending or paying our dues. Will you please correct this at once? Our Constitution states plainly that being in arrears in our dues causes us to lose the right to vote or to take an active part in the business of the Post. Many things regarding the benefits to our veteran organization and the veteran himself will come up in the meetings soon. You alone may hurt this important progress of our work, please attend the meetings.

On November 18th, 1936, at 8:30 P.M. in room 324, War Memorial Building, the Degree Team met for the election of Officers for the coming year. Most of the members were present and the following Comrades were elected to office. Captain, Eddy Jewell; Lieutenant, J. W. Himes; Secretary, R. G. Lions. Under the leadership of Comrade Jewell and his able assistants the team should go places this coming year. However, if they do not get the support of each and every one of us, the officers of the team can do nothing. Comrades let's get on the team and help our Post to make the record it is capable of. With a record crop of new recruits on the waiting list it will be necessary for us to know our Ritual and Ceremonial Parts. Let's give these new members our very best attention and thereby hold them as active members.

On December 22nd, 1936, room 215, War Memorial Building, at 8:00 P.M., the Post will have the usual Christmas Tree and entertainment for the children, bring the Kiddies and enjoy the evening with them. For further notice watch the Bulletin Board. A notice of meetings will be placed at each barn. Other notices will be found in the same place as the usual meeting notices, watch for them and make arrangements to attend the meetings.

Now that a great many of us are always making resolutions every New Year's Day for the new year let's all make the following one and keep it. 1st; That, I, as a member in good standing will for the coming year keep my dues paid up for the year. 2nd; Attend the meetings of my Post, Team and Committees. 3rd; I will make it a duty for this year to secure at least one New Member every month. For those who do not belong; 1st, I will make an immediate application for Membership in the Byllesby Post No. 3000. 2nd; As soon as I receive a favorable report from my application; that,

I, will become an active member for my own good and for the betterment of my Comrades. 3rd; Knowing that the Veterans of Foreign Wars are capable of bettering the conditions for disabled Veterans that I will make it my duty to help their cause along.

At this time I wish my Comrades, their Families, and many friends a Merry Christmas, A Very Happy and Prosperous New Year, Good Luck and Good Cheer for 1937.

Yours in Comradship, Henry Pfeiffer, Commander.

* * *

Our Departments' Delegate at Large, Column

The Armistice Services held at the Presidio under the direction of The San Francisco County Council and Auxiliaries of the Veterans of Foreign Wars, was a beautiful Memorial to our departed Comrades. The Chapel Field was crowded to the limit, reminding us that we are still able to carry on where others leave off.

The opening remarks by Colonel Phillipson, Commandant of the Presidio, welcomed Americas' Defenders to her bosom in doing Honor to her Sons.

The splendid reply by Past Department Inspector Merton Hubbard shows that the Veterans are ever eager to do homage to their dead.

Honorable Judge Foley gave the address for the day. His theme of Peace and Being Prepared for War was in line with all Veteran Programs. Other countries are in the grip of war fever and our being prepared will make others hesitate before they transgress on our soil.

A beautiful solo was rendered by Sister Levitt of Auxiliary No. 83.

Taps were sounded at 12:10 P.M.

Almost all Department and Post Officers were present.

During the Past Month Comrade Jewell and I visited the following Posts. Post No. 1205. Their installation by Department Chief of Staff, Comrade W. Wilson was very well done. I wish their officers the best of luck during their term of office.

Post No. 97 was installed by our good friend and Comrade Jean Azavadeo. Comrade Jean knows his stuff. Their Master of Ceremonies was Past Department Inspector Merton Hubbard.

Post No. 2324 was installed by our County Council Commander, Comrade Carl Muhlberger and a very neat job can be chalked after his name.

I wish to take this opportunity to wish all people the best of Luck and Greetings for the Holiday season.

Our new Commander opened his first meeting and ably acquitted himself with the business of the evening. He is continuing the policy of opening on time and closing as early as possible.

It is a pleasure to report that M. Kulis was obligated at the meeting of November 27th, and we hope that you will always enjoy your association with this group of hard working veterans.

The Degree Team Captain held the Team over after the meeting for some important business. By the way the new Captain is our hard working Comrade, Eddy Jewell. Eddy tells me that it will be a pleasure for his Team to take all the prizes.

The Ladies' Auxiliary gave us a treat this time with special dunking doughnuts for our coffee. They were swell. Thanks.

Yours in Comradship, Comrade Siegel.

On the Morning of Christ's Nativity

This is the month, and this the happy morn,
Wherein the Son of Heaven's eternal King,
Of wedded maid and virgin mother born,
Our great redemption from above did bring,
For so the holy sages once did sing,
That He our deadly forfeit should release,
And with His Father work us a perpetual peace.

MILTON

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WE MEET YOUR

CITY TRAVEL NEEDS

WITH

WHITE FRONT CARS